SOUTH AFRICAN
TRANSPORT SERVICES

SUID-AFRIKAANSE
VERVOERDIENSTE

# INDEX AND DIAGRAMS — INDEKS EN DIAGRAMME

## PART III — DEEL III

## N AND V TYPE WAGONS — N- EN V- TIPE TROKKE

(NON REVENUE EARNING) — (NIE-INKOMSTEDRAEND)

1 065 GAUGE
SPOORWYDTE

FOR GOODS VEHICLES SEE PART I
FOR TANK WAGONS SEE PART II

VIR GOEDEREVOERTUIE KYK DEEL I
VIR TENKTROKKE KYK DEEL II

---

CHIEF MECHANICAL ENGINEER'S OFFICE — MEGANIESE HOOFINGENIEUR SE KANTOOR

PRETORIA

ISSUED / UITGEREIK 1985-04-01

REFERENCE / VERWYSING CXG 6/4/2/3

SOUTH AFRICAN
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SUID-AFRIKAANSE
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# INDEX AND DIAGRAMS
# PART III
# N AND V TYPE WAGONS
# (NON REVENUE EARNING)

1065 GAUGE
SPOORWYDTE

# INDEKS EN DIAGRAMME
# DEEL III
# N- EN V- TIPE TROKKE
# (NIE-INKOMSTEDRAEND)

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SECOND EDITION 1985

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SUID-AFRIKAANSE VERVOERDIENSTE
POSBUS 1006
PRETORIA 0001

REFERENCE : CXG 6/4/2/3

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## NOTICE TO STAFF

1. Alterations to this book will be published periodically in the Summary of Alterations. Amendments, new and reprinted pages are issued to Heads of Departments concerned.

2. Staff concerned are responsible for keeping their copies of this book up to date.

3. The Chief Mechanical Engineer should be notified of any discrepancies.

4. Officers should apply to their respective Heads of Departments for amendments, new and reprinted pages for this book.

## STANDARD DATA APPLICABLE TO WAGON STOCK UNLESS STATED OTHERWISE

| | |
|---|---|
| Coupler Height:- | 895 ±6 |
| Wheel Diameter:- | Ø863 ± 5 |
| Vacuum:- | 54 Kilopascal in cylinder. |
| Air:- | 345 Kilopascal in cylinder. |

## BRAKE SYSTEM

Brake percentages for wagons fitted with dual brake system are given with change-over lever in the empty and loaded positions respectively.

The symbol against the brake system denotes:-

V-Vacuum, L-Air, D-Dual Power Manually operated, A-Dual Power Automatically operated, R-Slack Adjuster.

## DRAWGEAR EQUIPMENT

The symbol against the drawgear equipment denotes:-

KK Coupler hydraulic cushioning device.
SSC Centre sill hydraulic cushioning device.

## WAGON CODE

| | | |
|---|---|---|
| D | In position 2, 3 or 4 denotes:- | Dual Power Vacuum Brake. |
| E | In position 2 denotes:- | Short Wagons. |
| L | In position 2, 3 or 4 denotes:- | Air Brake. |
| R | In position 2, 3 or 4 denotes:- | Dual Power Air Brake. |
| V | In position 3 or 4 denotes:- | Vacuum Brake. |
| J | In position 2, 3 or 4 denotes:- | Vacuum Brake System and Rejection Lugs on Brake Shoes. |

## KENNISGEWING AAN PERSONEEL

1. Veranderings aan hierdie boek sal van tyd tot tyd in die Opsomming van Veranderings verskyn. Wysigings, nuwe en herdrukte bladsye sal aan die betrokke Departementshoofde uitgereik word.

2. Die betrokke personeel is verantwoordelik om die eksemplare in hul besit bygewerk te hou.

3. Teenstrydighede moet onder die aandag van die Meganiese Hoofingenieur gebring word.

4. Amptenare moet by hulle onderskeie Departementshoofde aansoek doen vir wysigings, nuwe en herdrukte bladsye vir hierdie boek.

## STANDAARDDATA VAN TOEPASSING OP TROKKE BEHALWE WAAR ANDERS GEMELD

| | |
|---|---|
| Koppelaarhoogte:- | 895 ±6 |
| Wieldiameter:- | Ø863 ±5 |
| Vakuum:- | 54 Kilopascal in silinder. |
| Druklug:- | 345 Kilopascal in silinder. |

## REMSTELSEL

Rempersentasies vir trokke met tweekragremstelsel word aangedui met die oorskakelhefboom onderskeidelik in leeg en gelaaide stand.

Die simbool teenoor die remstelsel dui aan:-

V-Vakuum, L-Lug, D-Tweekrag Handbediening, A-Tweekrag Outomatiesebedien ing, R-Remversteller.

## TREKWERKUITRUSTING

Die simbool teenoor die trekwerkuitrusting dui aan:-

KK Koppelaar hidrouliese kussinginrigting.
SSC Middelbalk hidrouliese kussinginrigting.

## TROKKODE

| | | |
|---|---|---|
| D | In posisie 2, 3 of 4 dui aan:- | Tweekragvakuumrem. |
| E | In posisie 2 dui aan:- | Korttrokke. |
| L | In posisie 2, 3 of 4 dui aan:- | Druklugrem. |
| R | In posisie 2, 3 of 4 dui aan:- | Tweekragdruklugrem. |
| V | In posisie 3 of 4 dui aan:- | Vakuumrem. |
| J | In posisie 2, 3 of 4 dui aan:- | Vakuumremstelsel en Uitskotore op Remskoene. |

| | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| HERSIENING REVISION | | | | | | | | | | | | | | | | | | VERWYSING REFERENCE : 6/4/2/3 |
| DATUM DATE | | | | | | | | | | | | | | | | | | |

# KLASSIFIKASIE - CLASSIFICATION

| VOERTUIGNOMMERS<br>VEHICLE NUMBERS | BESKRYWING<br>DESCRIPTION | TIPE<br>TYPE |
|---|---|---|
| 90-010 000/90-399 994 | Goederekondukteurswaens.<br>Goods Guards Vans ..... | V |
| 90-400 003/90-499 991 | Goederekondukteurswaens.<br>Goods Guards Vans ..... | VLV |
| 90-500 008/90-999 997 | Goederekondukteurswaens.<br>Goods Guards Vans ..... | VL |
| 91-010 004/91-999 995 | | |
| 92-010 008/92-999-999 | | |
| 94-005 001/94-009 996 | Stoomverhittingsvoertuie. (Tweedoel 110V en 74V)<br>Steam Heat Vehicles ..... (Dual 110V and 74V) ..... | NS |
| 94-010 005/94-019 991 | Stoomverhittingsvoertuie (110V).<br>Steam Heat Vehicles (110V) ..... | NSE |
| 94-020 000/94-029 997 | Stoomverhittingsvoertuie (74V).<br>Steam Heat Vehicles (74V) ..... | NSF |
| 94-030 006/94-049 998 | Trokke vir Vervoer Van Spoorstawe.<br>Rail Carrying Wagons ..... | NPS |
| 94-050 007/94-059 993 | Noodwaens.<br>Breakdown Vans ..... | NV |
| 94-060 002/94-069 999 | Kaboese<br>Cabooses ..... | NB |
| 94-070 016/94-079 994 | | |
| 94-080 003/94-089 981 | Steunwa.<br>Crane Runners ..... | NC |
| 94-090 009/94-099 995 | Kortsteunwa.<br>Short Crane Runners ..... | NEC |
| 94-100 004/94-105 995 | Trokke vir Vervoer van Wiele.<br>Wheel Carrying Wagons ..... | NW |
| 94-106 002/94-109 990 | Korttrokke vir Vervoer van Wiele.<br>Wheel Carrying Short Wagons ..... | NEW |
| 94-120 005/94-599 998 | Trokke vir die vervoer van spoorstawe.<br>Rail carrying wagons ..... | NPS |
| 94-600 007/94-799 997 | Diverse Korttrokke. (Nie-Inkomstedraend).<br>Miscellaneous Short Wagons. (Non Revenue Earning) ..... | NE |

| | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| HERSIENING<br>REVISION | | | | | | | | | | | | | | | | | VERWYSING<br>REFERENCE : 6/4/2/3 |
| DATUM<br>DATE | | | | | | | | | | | | | | | | | BLADSY<br>PAGE : 1 |

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# KLASSIFIKASIE - CLASSIFICATION

| VOERTUIGNOMMERS<br>VEHICLE NUMBERS | BESKRYWING<br>DESCRIPTION | TIPE<br>TYPE |
|---|---|---|
| 94-800 006/94-999 997 | Diverse Trokke. (Nie-Inkomstedraend).<br>Miscellaneous Wagons. (Non Revenue Earning) ..... | NZ |
| 95-010 009/95-999 981 | | |
| 96-030 003/96-030 186 | Trokke vir Vervoer van Spoorstawe (Bate van Noordwes-Kaapstreek)<br>Rail Carrying Wagons (Asset of North-West Cape Region) ..... | NPS-3 |
| 97-010 006/97-999 997 | | |
| 98-010 018/98-999 990 | | |
| 99-010 003/99-499 983 | Diverse Korttrokke. (Nie-Inkomstedraend : Plaaslike gebruik alleenlik).<br>Miscellaneous Short Wagons. (Non Revenue Earning : Local use only) ..... | NEN |
| 99-500 000/99-999 994 | Diverse Trokke (Nie-Inkomstedraend : Plaaslike gebruik alleenlik).<br>Miscellaneous Wagons. (Non Revenue Earning : Local use only) ..... | NZN |

| | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| HERSIENING<br>REVISION | | | | | | | | | | | | | | | | | VERWYSING<br>REFERENCE : 6/4/2/3 |
| DATUM<br>DATE | | | | | | | | | | | | | | | | | BLADSY<br>PAGE : 2 |

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Drawgear Equipment - Trekwerkuitrusting
KK Coupler hydraulic cushioning device / Koppelaar hidrouliese kussinginrigting
SSC Centre sill hydraulic cushioning device / Middelbalk hidrouliese kussinginrigting

Brake System - Remstelsel
V Vacuum / Vakuum
L Air / Lug
D Dual Power - Manually operated / Tweekrag - Handbediening
A Dual Power - Automatic / Tweekrag - Outomaties
R Slack Adjuster / Remversteller

CONVERTED FROM VARIOUS TYPES OF VEHICLES FOR USE AS CABOOSES
OMGEBOU VAN VERSKILLENDE TIPES TROKKE OM AS KABOESE GEBRUIK TE WORD

Remarks / Opmerkings :-

| Vehicle Numbers / Voertuignommers | Placed in Service / In Gebruik Geneem |
|---|---|
| 94 - 060 002 / 94 - 069 999 | |

| Converted from / Omskep van | Date / Datum |
|---|---|
| | |
| | |

| | | | |
|---|---|---|---|
| Drawing Number / Tekeningnommer | | | |
| Bogie Type / Draaisteltipe | | | |
| Bearing Size / Laergrootte | | | |
| Springs per Bogie Outer / Inner / Vere per Draaistel Buite / Binne | | | |
| Brake System / Remstelsel | | | |
| Brake Cylinders / Remsilinders | (V) | (L) | |
| Train Pipe / Treinpyp / Brake Pipe / Rempyp | (V) | (L) | |
| Brake Percentage Empty / Loaded / Rempersentasie Leeg / Met Vrag | (V) | (L) | |
| Drawgear Equipment / Trekwerkuitrusting | | | |
| Coupler / Yoke / Koppelaar / Juk | | | |

| | |
|---|---|
| Centre of Gravity (Empty) / Swaartepunt (Leeg) | |
| | |
| | |
| | |
| | |
| Design Limit - Mass on Rail kg / Ontwerplimiet - Massa op Spoor | |
| Originally designed for / Oorspronklik ontwerp vir | |
| Converted for / Omskep vir | |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| Revision / Hersiening | | | | | | | |
| Date / Datum | | | | | | | |

| | |
|---|---|
| Tare (Average) kg / Tarra (Gemiddeld) | |
| Load kg / Vrag | |
| Load (Coal) kg / Vrag (Steenkool) | |
| Floor Area $m^2$ / Vloeroppervlakte | |
| Capacity $m^3$ / Inhoudsvermoë | |
| | |
| | |

NB

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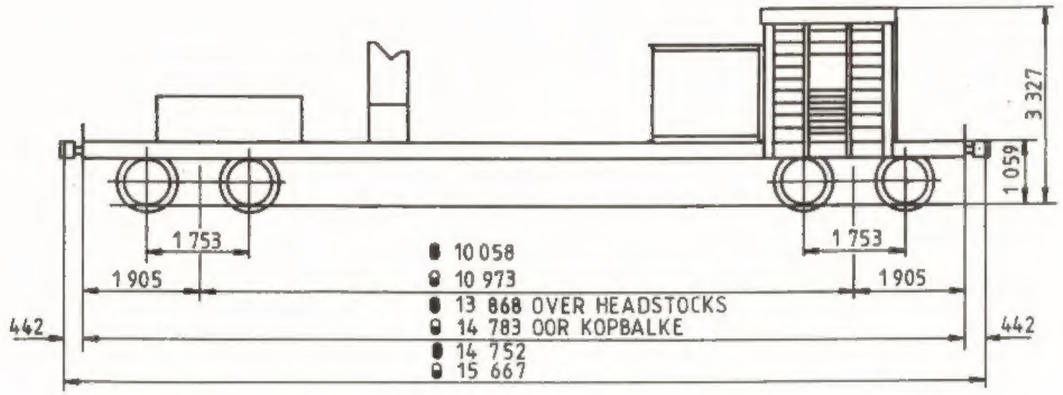


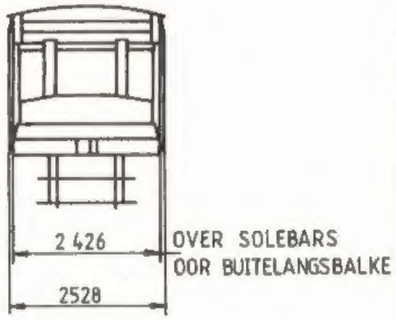


**Drawgear Equipment - Trekwerkuitrusting**

KK Coupler hydraulic cushioning device / Koppelaar hidrouliese kussinginrigting

SSC Centre sill hydraulic cushioning device / Middelbalk hidrouliese kussinginrigting

**Brake System - Remstelsel**

V Vacuum / Vakuum
L Air / Lug
D Dual Power - Manually operated / Tweekrag - Handbediening
A Dual Power - Automatic / Tweekrag - Outomaties
R Slack Adjuster / Remversteller

Remarks / Opmerkings :-
- ● 60t BREAKDOWN CRANE / HULPTREINKRAAN
- ● 36t BREAKDOWN CRANE / HULPTREINKRAAN

| Vehicle Numbers / Voertuignommers | Placed in Service / In Gebruik Geneem |
|---|---|
| 94-080 003 / 94-080 658<br>94-080 747 / 94-080 763 | 1898 - 1966<br>1933 - 1949 |

| Converted from / Omskep van | Date / Datum |
|---|---|
| | |
| | |

| | | | |
|---|---|---|---|
| Drawing Number / Tekeningnommer | ● W 1/10861<br>● W 2/10861 | | |
| Bogie Type / Draaisteltipe | DIAMOND FRAME / RUITRAAM / ● SARCAST | | |
| Bearing Size / Laergrootte | 10 × 5 | | |
| Springs per Bogie Outer / Inner / Vere per Draaistel Buite / Binne | 6/6 / ● 6/0 | | |
| Brake System / Remstelsel | V | | |
| Brake Cylinders / Remsilinders | (V) 2/21 | (L) | |
| Train Pipe / Treinpyp<br>Brake Pipe / Rempyp | (V) 50 | (L) | |
| Brake Percentage Empty / Loaded / Rempersentasie Leeg / Met Vrag | (V) | (L) | |
| Drawgear Equipment / Trekwerkuitrusting | AAR M901E | | |
| Coupler / Yoke / Koppelaar / Juk | SASKOP-S / SAR SAS | | |

| | |
|---|---|
| Centre of Gravity (Empty) / Swaartepunt (Leeg) | |
| | |
| | |
| | |
| Design Limit – Mass on Rail kg / Ontwerplimiet – Massa op Spoor | |
| Originally designed for / Oorspronklik ontwerp vir | MATCH WAGON / STEUNTROK |
| Converted for / Omskep vir | |

| Revision / Hersiening | | | | | | |
|---|---|---|---|---|---|---|
| Date / Datum | | | | | | |

| | |
|---|---|
| Tare (Average) kg / Tarra (Gemiddeld) | |
| Load kg / Vrag | |
| Load (Coal) kg / Vrag (Steenkool) | |
| Floor Area $m^2$ / Vloeroppervlakte | |
| Capacity $m^3$ / Inhoudsvermoë | |
| | |
| | |

NC

SHEET / VEL 1 OF / VAN 2 SHEETS / VELLE

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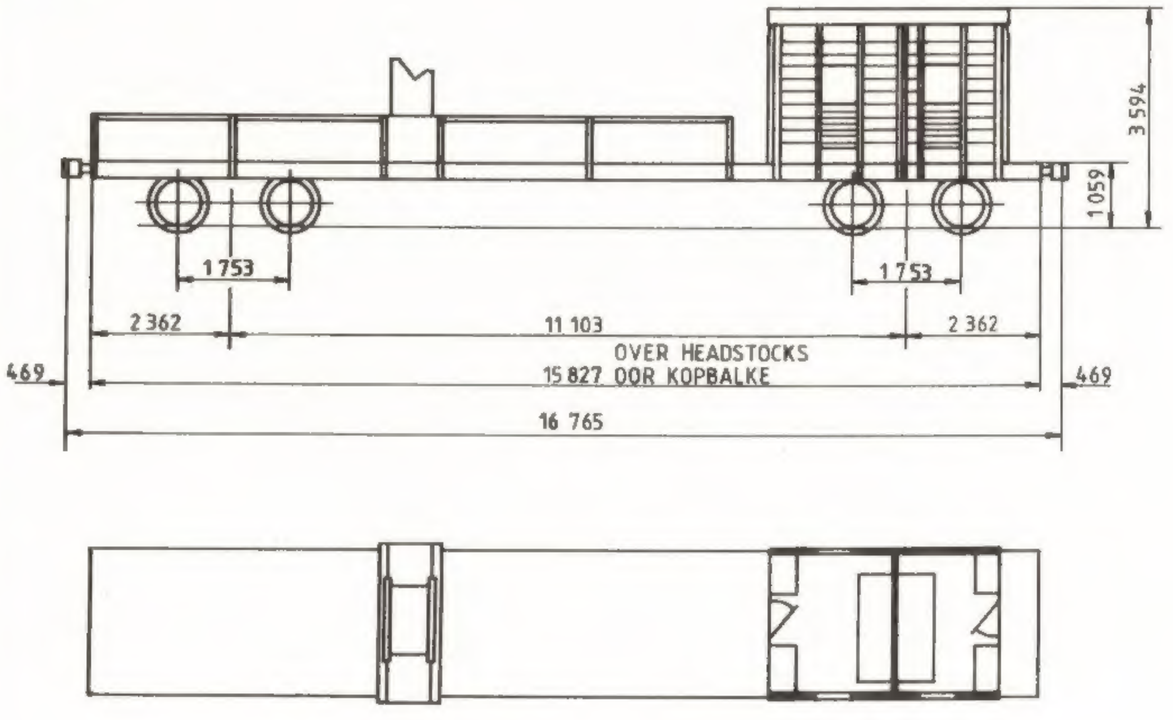
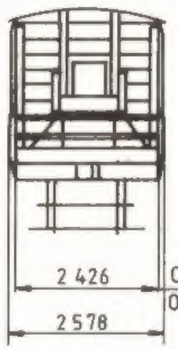
**Drawgear Equipment - Trekwerkuitrusting**

KK Coupler hydraulic cushioning device / Koppelaar hidroulièse kussinginrigting

SSC Centre sill hydraulic cushioning device / Middelbalk hidroulièse kussinginrigting






**Remarks / Opmerkings** :- 60t BREAKDOWN CRANE / HULPTREINKRAAN

| Vehicle Numbers / Voertuignommers | Placed in Service / In Gebruik Geneem |
|---|---|
| 94-080 665 / 94-080 739 | 1969-70 |

| Converted from / Omskep van | Date / Datum |
|---|---|
| | |
| | |

**Brake System - Remsteelsel**

V Vacuum / Vakuum
L Air / Lug
D Dual Power - Manually operated / Tweekrag - Handbediening
A Dual Power - Automatic / Tweekrag - Outomaties
R Slack Adjuster / Remversteller

| | | | | | |
|---|---|---|---|---|---|
| Drawing Number / Tekeningnommer | | W 20079 | | Centre of Gravity (Empty) / Swaartepunt (Leeg) | |
| Bogie Type / Draaisteltipe | | SPOORBARBER | | | |
| Bearing Size / Laergrootte | | D | | | |
| Springs per Bogie / Vere per Draaistel | Outer / Inner / Buite / Binne | 10 / 8 | | | |
| Brake System / Remsteelsel | | V | | | |
| Brake Cylinders / Remsilinders | | (V) 2 / 21 | (L) | Design Limit - Mass on Rail kg / Ontwerplimiet - Massa op Spoor | |
| Train Pipe / Treinpyp / Brake Pipe / Rempyp | | (V) 65 | (L) | Originally designed for / Oorspronklik ontwerp vir | MATCH WAGON / STEUNTROK |
| Brake Percentage / Rempersentasie | Empty / Loaded / Leeg / Met Vrag | (V) | (L) | Converted for / Omskep vir | |
| Drawgear Equipment / Trekwerkuitrusting | | AAR M 901 E | | Revision / Hersiening | |
| Coupler / Yoke / Koppelaar / Juk | | SASKOP-M / - | | Date / Datum | |

| | |
|---|---|
| Tare (Average) kg / Tarra (Gemiddeld) kg | |
| Load kg / Vrag kg | |
| Load (Coal) kg / Vrag (Steenkool) kg | |
| Floor Area $m^2$ / Vloeroppervlakte $m^2$ | |
| Capacity $m^3$ / Inhoudsvermoë $m^3$ | |

NC

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Drawgear Equipment - Trekwerkuitrusting
KK Coupler hydraulic cushioning device / Koppelaar hidrouliese kussinginrigting
SSC Centre sill hydraulic cushioning device / Middelbalk hidrouliese kussinginrigting

Brake System - Remstelsel
V Vacuum / Vakuum
L Air / Lug
D Dual Power - Manually operated / Tweekrag - Handbediening
A Dual Power - Automatic / Tweekrag - Outomaties
R Slack Adjuster / Remversteller

# CONVERTED FROM VARIOUS TYPES OF SHORT WAGONS
# OMGEBOU VAN VERSKILLENDE TIPES KORTTROKKE

| Vehicle Numbers / Voertuignommers | Placed in Service / In Gebruik Geneem |
|---|---|
| 94 - 600 007 / 94 - 601 593<br>94 - 605 009 / 94 - 609 993 | |

Remarks / Opmerkings :-

| Converted from / Omskep van | Date / Datum |
|---|---|
| | |
| | |

| | | | |
|---|---|---|---|
| Drawing Number / Tekeningnommer | | | |
| Bogie Type / Draaisteltipe | | | |
| Bearing Size / Laergrootte | | | |
| Springs per Bogie / Vere per Draaistel — Outer / Inner / Buite / Binne | | | |
| Brake System / Remstelsel | | | |
| Brake Cylinders / Remsilinders | (V) | (L) | |
| Train Pipe / Treinpyp<br>Brake Pipe / Rempyp | (V) | (L) | |
| Brake Percentage / Rempersentasie — Empty / Loaded / Leeg / Met Vrag | (V) | (L) | |
| Drawgear Equipment / Trekwerkuitrusting | | | |
| Coupler / Yoke / Koppelaar / Juk | | | |

| | |
|---|---|
| Centre of Gravity (Empty) / Swaartepunt (Leeg) | |
| | |
| | |
| | |
| Design Limit – Mass on Rail kg / Ontwerplimiet – Massa op Spoor | |
| Originally designed for / Oorspronklik ontwerp vir | |
| Converted for / Omskep vir | |

| Revision / Hersiening | | | | | | |
|---|---|---|---|---|---|---|
| Date / Datum | | | | | | |

| | |
|---|---|
| Tare (Average) kg / Tarra (Gemiddeld) | |
| Load / Vrag kg | |
| Load (Coal) kg / Vrag (Steenkool) | |
| Floor Area $m^2$ / Vloeroppervlakte | |
| Capacity $m^3$ / Inhoudsvermoë | |
| | |
| | |

NE

Drawgear Equipment - Trekwerkuitrusting
KK Coupler hydraulic cushioning device / Koppelaar hidrouliese kussinginrigting
SSC Centre sill hydraulic cushioning device / Middelbalk hidrouliese kussinginrigting

Brake System - Remstelsel
V Vacuum / Vakuum
L Air / Lug
D Dual Power - Manually operated / Tweekrag - Handbediening
A Dual Power - Automatic / Tweekrag - Outomaties
R Slack Adjuster / Remversteller

# CONVERTED FROM VARIOUS TYPES OF SHORT VEHICLES FOR MATCH WAGONS
# OMGEBOU VAN VERSKILLENDE TIPES KORTTROKKE NA STEUNTROKKE

| Vehicle Numbers / Voertuignommers | Placed in Service / In Gebruik Geneem |
|---|---|
| 94-090 009 / 94-090 262 | |

Remarks / Opmerkings :-

| Converted from / Omskep van | Date / Datum |
|---|---|
| | |
| | |

| | | | |
|---|---|---|---|
| Drawing Number / Tekeningnommer | | | |
| Bogie Type / Draaisteltipe | | | |
| Bearing Size / Laergrootte | | | |
| Springs per Bogie Outer / Inner / Vere per Draaistel Buite / Binne | | | |
| Brake System / Remstelsel | | | |
| Brake Cylinders / Remsilinders | (V) | (L) | |
| Train Pipe / Treinpyp / Brake Pipe / Rempyp | (V) | (L) | |
| Brake Percentage Empty / Loaded / Rempersentasie Leeg / Met Vrag | (V) | (L) | |
| Drawgear Equipment / Trekwerkuitrusting | | | |
| Coupler / Yoke / Koppelaar / Juk | | | |

| | |
|---|---|
| Centre of Gravity (Empty) / Swaartepunt (Leeg) | |
| | |
| | |
| | |
| Design Limit – Mass on Rail kg / Ontwerplimiet – Massa op Spoor | |
| Originally designed for / Oorspronklik ontwerp vir | |
| Converted for / Omskep vir | |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| Revision / Hersiening | | | | | | | |
| Date / Datum | | | | | | | |

| | |
|---|---|
| Tare (Average) kg / Tarra. (Gemiddeld) | |
| Load kg / Vrag | |
| Load (Coal) kg / Vrag (Steenkool) | |
| Floor Area $m^2$ / Vloeroppervlakte | |
| Capacity $m^3$ / Inhoudsvermoë | |
| | |
| | |

NEC

//

Drawgear Equipment - Trekwerkuitrusting

KK Coupler hydraulic cushioning device
Koppelaar hidroulies kussingrigting

SSC Centre sill hydraulic cushioning device
Middelbalk hidroulies kussingrigting

Brake System - Remstelsel

V Vacuum / Vakuum
L Air / Lug
D Dual Power - Manually operated / Tweekrag - Handbediening
A Dual Power - Automatic / Tweekrag - Outomaties
R Slack Adjuster / Remversteller

# CONVERTED FROM VARIOUS TYPES OF SHORT WAGONS
# OMGEBOU VAN VERSKILLENDE TIPES KORTTROKKE

## FOR LOCAL USE ONLY
## VIR PLAASLIKE GEBRUIK ALLEENLIK

| Vehicle Numbers / Voertuignommers | Placed in Service / In Gebruik Geneem |
|---|---|
| 99 - 010 003 / 99 - 499 983 | |

Remarks / Opmerkings :-

| Converted from / Omskep van | Date / Datum |
|---|---|
| | |
| | |

| | | | |
|---|---|---|---|
| Drawing Number / Tekeningnommer | | | |
| Bogie Type / Draaisteltipe | | | |
| Bearing Size / Laergrootte | | | |
| Springs per Bogie / Vere per Draaistel | Outer / Inner / Buite / Binne | | |
| Brake System / Remstelsel | | | |
| Brake Cylinders / Remsilinders | | (V) | (L) |
| Train Pipe / Treinpyp<br>Brake Pipe / Rempyp | | (V) | (L) |
| Brake Percentage / Rempersentasie | Empty / Loaded / Leeg / Met Vrag | (V) | (L) |
| Drawgear Equipment / Trekwerkuitrusting | | | |
| Coupler / Yoke / Koppelaar / Juk | | | |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| Centre of Gravity (Empty) / Swaartepunt (Leeg) | | | | | | | |
| | | | | | | | |
| | | | | | | | |
| | | | | | | | |
| Design Limit - Mass on Rail kg / Ontwerplimiet - Massa op Spoor | | | | | | | |
| Originally designed for / Oorspronklik ontwerp vir | | | | | | | |
| Converted for / Omskep vir | | | | | | | |
| Revision / Hersiening | | | | | | | |
| Date / Datum | | | | | | | |

| | | |
|---|---|---|
| Tare (Average) kg / Tarra (Gemiddeld) kg | | |
| Load kg / Vrag kg | | |
| Load (Coal) kg / Vrag (Steenkool) kg | | |
| Floor Area $m^2$ / Vloeroppervlakte $m^2$ | | |
| Capacity $m^3$ / Inhoudsvermoë $m^3$ | | |
| | | |
| | | |

NEN

12

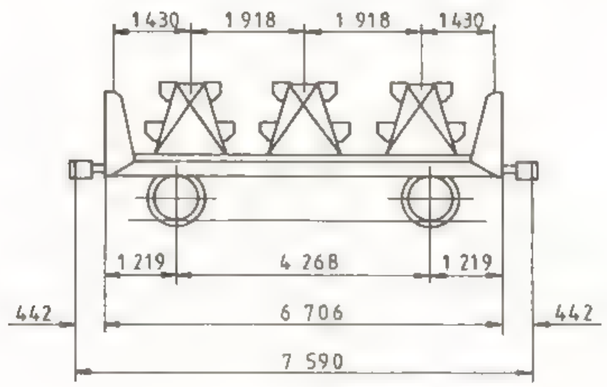
Draw gear Equipment - Trekwerkuitrusting

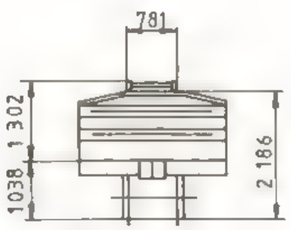
KK Coupler hydraulic cushioning device
Koppelaar hidrouliese kussinginrigting

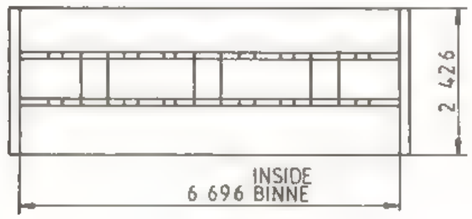
SSC Centre sill hydraulic cushioning device
Middelbalk hidrouliese kussinginrigting

Brake System - Remstelsel

V Vacuum / Vakuum
L Air / Lug
D Dual Power - Manually operated / Tweekrag - Handbediening
A Dual Power - Automatic / Tweekrag - Outomaties
R Slack Adjuster / Remversteller




Remarks
Opmerkings :-

| Vehicle Numbers / Voertuignommers | Placed in Service / In Gebruik Geneem |
|---|---|
| 94-106 002 / 94-106 118 | 1934- |

| Converted from / Omskep van | Date / Datum |
|---|---|
| DE | 1980 |
| | |

| | | | |
|---|---|---|---|
| Drawing Number / Tekeningnommer | | CME 343/12-C99 | |
| Bogie Type / Draaisteltipe | | | |
| Bearing Size / Laergrootte | | 10 × 5 | |
| Springs per Bogie / Vere per Draaistel | Outer / Buite / Inner / Binne | | |
| Brake System / Remstelsel | | V | |
| Brake Cylinders / Remsilinders | | (V) 1/18 | (L) |
| Train Pipe / Treinpyp<br>Brake Pipe / Rempyp | | (V) 65 (50) | (L) |
| Brake Percentage / Rempersentasie | Empty / Leeg / Loaded / Met Vrag | (V) 62,2/21,5 | (L) |
| Drawgear Equipment / Trekwerkuitrusting | | AAR M901E | |
| Coupler / Yoke / Koppelaar / Juk | | SASKOP-S/SAR SAS | |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| Centre of Gravity (Empty) / Swaartepunt (Leeg) | | | | | | | |
| | | | | | | | |
| | | | | | | | |
| | | | | | | | |
| Design Limit – Mass on Rail kg / Ontwerplimiet – Massa op Spoor | | | | | | | 30 000 |
| Originally designed for / Oorspronklik ontwerp vir | | | | | | | GENERAL GOODS<br>ALGEMENE GOEDERE |
| Converted for / Omskep vir | | | | | | | CONVEYANCE OF WHEEL SETS<br>VERVOER VAN WIELSTELLE |
| Revision / Hersiening | | | | | | | |
| Date / Datum | | | | | | | |

| | |
|---|---|
| Tare (Average) kg / Tarra (Gemiddeld) kg | 9 750 |
| Load kg / Vrag kg | 18 000 |
| Load (Coal) kg / Vrag (Steenkool) kg | |
| Floor Area $m^2$ / Vloeroppervlakte $m^2$ | |
| Capacity $m^3$ / Inhoudsvermoë $m^3$ | |
| | |
| | |

NEW

12

**Drawgear Equipment** - *Trekwerkuitrusting*

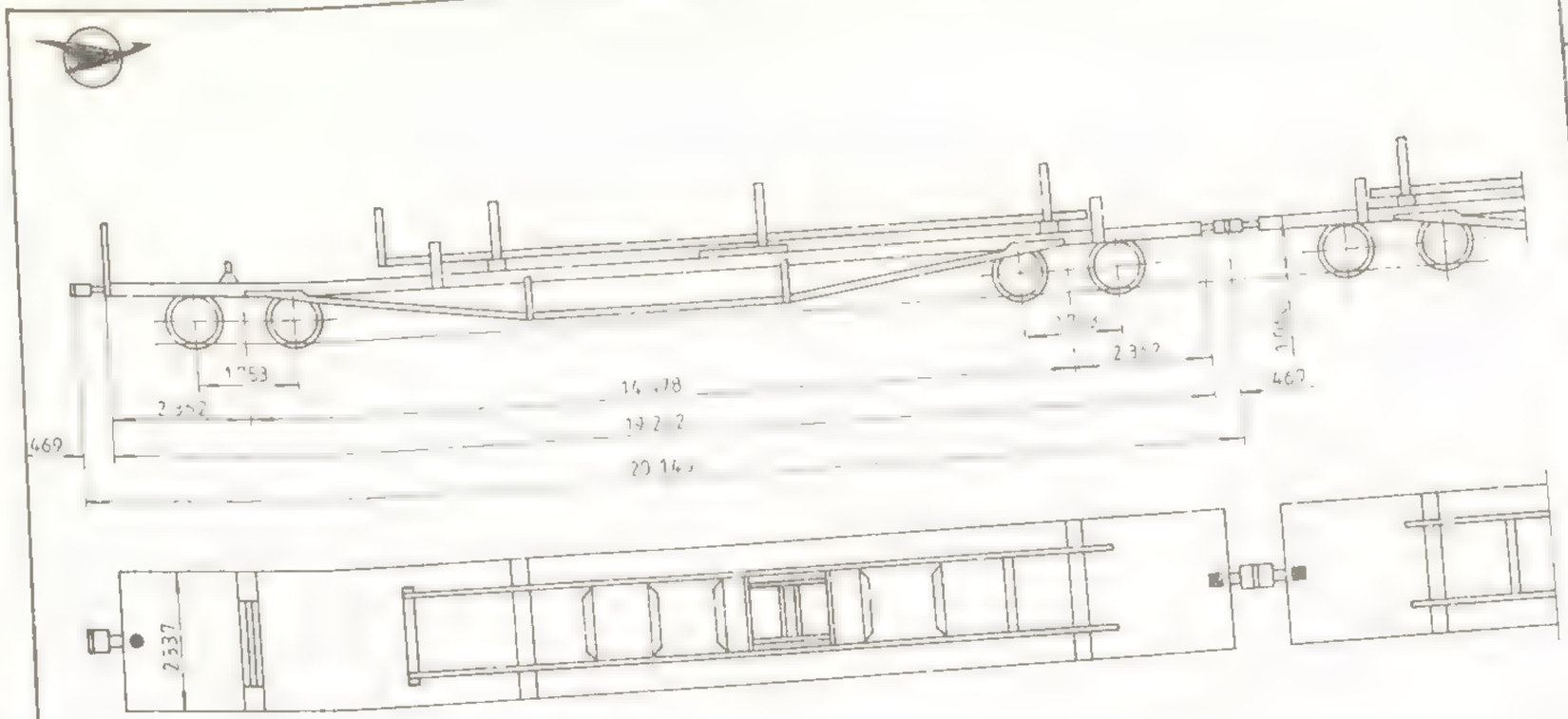
KK **Coupler hydraulic cushioning device** / Koppelaar hidroulies kussinginrigting

SSC **Centre sill hydraulic cushioning device** / Middelbalk hidroulies kussinginrigting

**Brake System** - *Remstelsel*

A Dual Power Automatic / Tweekrag-Outomaties
R Slack Adjuster / Remversteller

V Vacuum / Vakuum
L Air / Lug
D Dual Power - Manually operated / Tweekrag - Handbediening




| Vehicle Numbers / Voertuignommers | In Service / In Gebruik Geneem |
|---|---|
| 94 [illegible] 138 | 1948 |
| 94 [illegible] | 1948 |
| 94 030 473 94 [illegible] | 1939 |
| 94 030 782 94-030 [illegible] | 1937 |
| 94 030 [illegible] 94 [illegible] 029 | 1948 |
| 94 031 [illegible] 94 [illegible] | 1959 |
| 94 031 [illegible] 94 [illegible] | 1971 |
| 94 031 [illegible] 94 031 [illegible] | 1948 |
| 94 031 [illegible] 94 031 [illegible] | 1937 |
| 94-031 525<br>94-031 754 / 94-033 587 | 1937-72 |

| TYPE / TIPE | BOGIE TYPE / DRAAISTELTIPE | BEARING SIZE / LAERGROOTTE | SPRINGS PER BOGIE / VERE PER DRAAISTEL | BRAKE CYLINDERS / REMSILINDERS | BRAKE % / REM % EMPTY / LEEG | BRAKE % / REM % LOADED / MET VRAG |
|---|---|---|---|---|---|---|
| DA-1 | DIAMOND FRAME / RUITRAAM | 11 × 5½ | 6/6 | 2/24 | 84,8 | 27,5 |
| DA-2 | DIAMOND FRAME / RUITRAAM | 11 × 5½ | 6/6 | 2/21 / 2,24 | 81,4 / 94,7 | 26,4 / 27,5 |
| DA-3 | SPOORBARBER | D | 10,8 | 2/21 | 82,8 | 26,7 |
| DA-4 | SPOORBARBER | D | 10,8 | 2/21 | 67,8 | 22 |
| DA-5 | SPOORBARBER | D | 10/8 | 2/21 | 84,3 | 27,4 |

Remarks / Opmerkings

*1

*1

| | |
|---|---|
| Drawing Number / Tekeningnommer | CME 174/12 A21 |
| Bogie Type / Draaisteltipe | |
| Bearing Size / Laergrootte | |
| Springs per Bogie / Vere per Draaistel — Outer / Buite / Inner / Binne | V / *1 V/R |
| Brake System / Remstelsel | (V) — (L) - |
| Brake Cylinders / Remsilinders | (V) 65(50, — (L) - |
| Train Pipe / Treinpyp<br>Brake Pipe / Rempyp | (V) — (L) - |
| Brake Percentage / Rempersentasie — Empty / Leeg / Loaded / Met Vrag | ● AARM9016 & ■ SOLID / SOLIED |
| Drawgear Equipment / Trekwerkuitrusting | SASKOP-M / - |
| Coupler / Yoke / Koppelaar / Juk | |

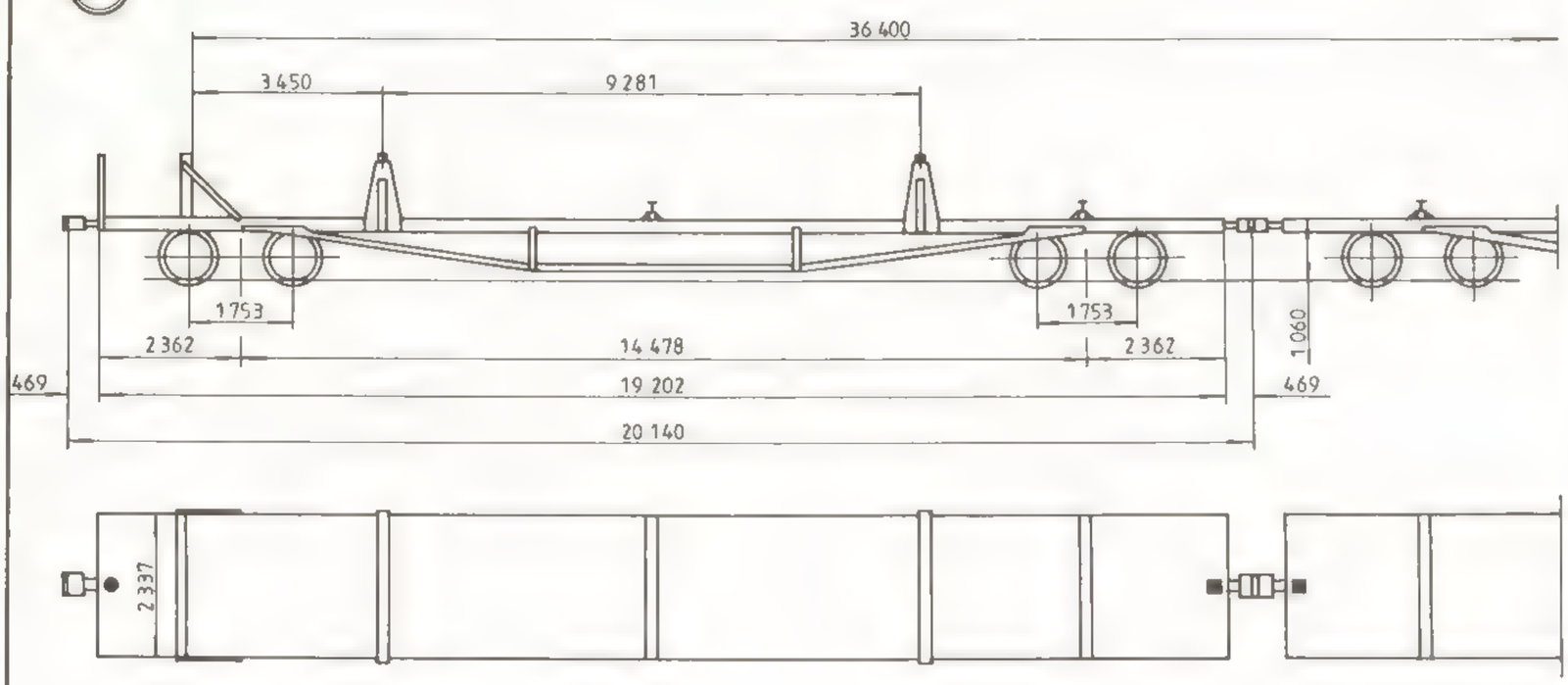
| | |
|---|---|
| Centre of Gravity (Empty) / Swaartepunt (Leeg) | |
| Design Limit – Mass on Rail kg / Ontwerplimiet – Massa op Spoor | 74 000 PER WAGON / PER TRUCK |
| Originally designed for / Oorspronklik ontwerp vir | ABNORMAL LOADS / ABNORMALE VRAGTE |
| Converted for / Omskep vir | 36 m RAILS / SPOORSTAWE |

| Revision / Hersiening | | | | | | | |
|---|---|---|---|---|---|---|---|
| Date / Datum | | | | | | | |

| Converted from / Omskep van | Date / Datum |
|---|---|
| DA-1 TO / TOT 5 | |
| | |
| Tare (Average) kg / Tarra (Gemiddeld) kg | 48 070 |
| Load kg / Vrag kg | 100 000 |
| Load (Coal) kg / Vrag (Steenkool) kg | |
| Floor Area m² / Vloeroppervlakte m² | |
| Capacity m³ / Inhoudsvermoe m³ | |

# NPS-1

14




| Vehicle Numbers<br>Voertuignommers | Placed in Service<br>In Gebruik Geneem |
|---|---|
| 94-031 509 / 94-031 517 | 1937 - |

Drawgear Equipment - Trekwerkuitrusting

KK Coupler hydraulic cushioning device
Koppelaar hidrouliese kussingrigting

SSC Centre sill hydraulic cushioning device
Middelbalk hidrouliese kussingrigting

Brake System - Remstelsel

A Dual Power - Automatic
Tweekrag - Outomaties
R Slack Adjuster
Remversteller

V Vacuum
Vakuum
L Air
Lug
D Dual Power - Manually operated
Tweekrag - Handbediening

Remarks
Opmerkings

| TYPE<br>TIPE | BOGIE TYPE<br>DRAAISTELTIPE | BEARING SIZE<br>LAERGROOTTE | SPRINGS PER BOGIE<br>VERE PER DRAAISTEL | BRAKE CYLINDERS<br>REMSILINDERS | BRAKE % / REM %<br>EMPTY/LEEG | <br>LOADED/MET VRAG |
|---|---|---|---|---|---|---|
| DA-1 | DIAMOND FRAME<br>RUITRAAM | 11 × 5½ | 6/6 | 2 / 24 | 88,6 | 27,9 |
| DA-2 | DIAMOND FRAME<br>RUITRAAM | 11 × 5½ | 6/6 | 2/21 / 2/24 | 85,1/88,6 | 26,8 / 27,9 |
| DA-3 | SPOORBARBER | D | 10/8 | 2 / 21 | 86,5 | 27 |
| DA-4 | SPOORBARBER | D | 10/8 | 2 / 21 | 70,9 | 22,3 |
| DA-5 | SPOORBARBER | D | 10/8 | 2 / 21 | 88,1 | 27,8 |

✳1 ✳1

| Converted from<br>Omskep van | Date<br>Datum |
|---|---|
| DA-1 TO TOT 5 | 1983 |
| | |

| | | | |
|---|---|---|---|
| Drawing Number<br>Tekeningnommer | CME 184/12-A21 | | |
| Bogie Type<br>Draaisteltipe | | | |
| Bearing Size<br>Laergrootte | | | |
| Springs per Bogie Outer / Inner<br>Vere per Draaistel Buite / Binne | | | |
| Brake System<br>Remstelsel | V / ✳1 V/R | | |
| Brake Cylinders<br>Remsilinders | (V) | (L) — | |
| Train Pipe / Treinpyp<br>Brake Pipe / Rempyp | (V) 65(50) | (L) — | |
| Brake Percentage Empty / Loaded<br>Rempersentasie Leeg / Met Vrag | (V) | (L) — | |
| Drawgear Equipment<br>Trekwerkuitrusting | ● AAR M901E & ■ SOLID<br>SOLIED | | |
| Coupler / Yoke<br>Koppelaar / Juk | SASKOP-M / — | | |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| Centre of Gravity (Empty)<br>Swaartepunt (Leeg) | | | | | | | |
| | | | | | | | |
| | | | | | | | |
| | | | | | | | |
| Design Limit – Mass on Rail kg<br>Ontwerplimiet – Massa op Spoor | 74 000 PER WAGON<br>PER TROK | | | | | | |
| Originally designed for<br>Oorspronklik ontwerp vir | ABNORMAL LOADS<br>ABNORMALE VRAGTE | | | | | | |
| Converted for<br>Omskep vir | 36 m RAILS<br>SPOORSTAWE | | | | | | |
| Revision<br>Hersiening | | | | | | | |
| Date<br>Datum | | | | | | | |

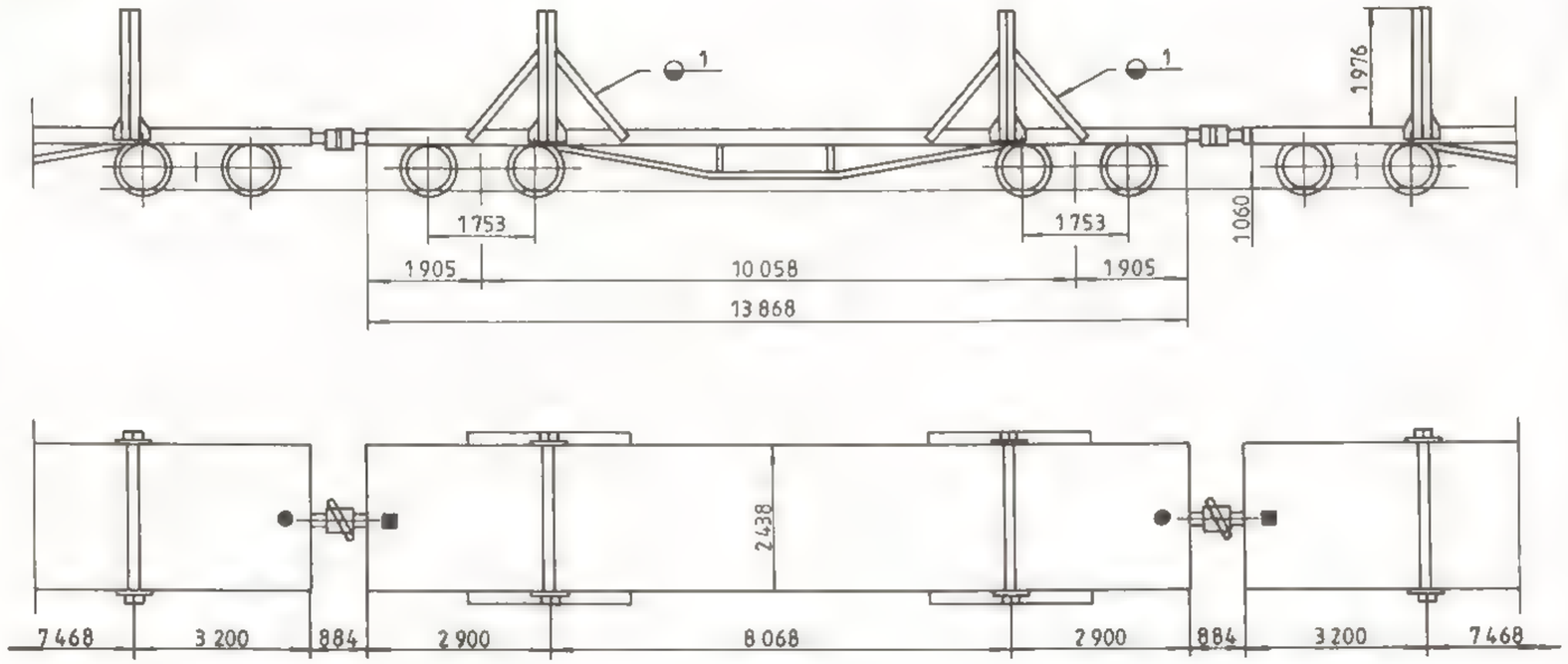
| Tare (Average) kg<br>Tarra (Gemiddeld) | 46 000 |
|---|---|
| Load kg<br>Vrag | 100 000 |
| Load (Coal) kg<br>Vrag (Steenkool) | |
| Floor Area $m^2$<br>Vloeroppervlakte | |
| Capacity $m^3$<br>Inhoudsvermoe | |
| | |
| | |

NPS-1A

Drawgear Equipment - Trekwerkuitrusting

KK Coupler hydraulic cushioning device / Koppelaar hidrouliese kussingrigting

SSC Centre sill hydraulic cushioning device / Middelbalk hidrouliese kussingrigting




Remarks / Opmerkings :- 15 WAGONS PER SET / TROKKE PER STEL

1 CENTRE WAGON ONLY / SLEGS MIDDELSTE TROK

Brake System - Remstelsel

V Vacuum / Vakuum

L Air / Lug

■ Dual Power - Manually operated / Tweekrag - Handbediening

A Dual Power - Automatic / Tweekrag - Outomaties

R Slack Adjuster / Remversteller

| | | |
|---|---|---|
| Drawing Number / Tekeningnommer | CME 180/12 - A21 | |
| Bogie Type / Draaisteltipe | DIAMOND FRAME / RUITRAAM | SARCAST |
| Bearing Size / Laergrootte | 10 × 5 | |
| Springs per Bogie Outer / inner / Vere per Draaistel Buite / Binne | 6/0 | |
| Brake System / Remstelsel | V | |
| Brake Cylinders / Remsilinders | (V) 2/21 | (L) — |
| Train Pipe / Treinpyp / Brake Pipe / Rempyp | (V) 65 (50) | (L) — |
| Brake Percentage Empty / Loaded / Rempersentasie Leeg / Met Vrag | (V) 89,5 / 29,7 | (L) — |
| Drawgear Equipment / Trekwerkuitrusting | AAR M 901E ● | AND SOLID EN SOLIED ■ |
| Coupler / Yoke / Koppelaar / Juk | SASKOP - S | / SAR SAS |

| | |
|---|---|
| Centre of Gravity (Empty) / Swaartepunt (Leeg) | |
| | |
| | |
| | |
| Design Limit – Mass on Rail kg / Ontwerplimiet – Massa op Spoor | 60 000 PER WAGON / PER TROK |
| Originally designed for / Oorspronklik ontwerp vir | GENERAL GOODS / ALGEMENE GOEDERE |
| Converted for / Omskep vir | 216m RAILS / SPOORSTAWE |

| Revision / Hersiening | | | | | | |
|---|---|---|---|---|---|---|
| Date / Datum | | | | | | |

| Vehicle Numbers / Voertuignommers | Placed in Service / In Gebruik Geneem |
|---|---|
| 94 - 040 001 / 94 - 040 230<br>94 - 040 249 / 94 - 040 486<br>94 - 040 494 / 94 - 040 532<br>94 - 040 540 / 94 - 040 591<br>94 - 040 605 / 94 - 040 710<br>94 - 040 729 / 94 - 041 075<br>94 - 041 083 / 94 - 041 326<br>94 - 041 334 / 94 - 041 687<br>94 - 041 695 / 94 - 042 179<br>94 - 043 922 / 94 - 044 481<br>94 - 120 005 / 94 - 121 826 | 1936 - 1967 |

| Converted from / Omskep van | Date / Datum |
|---|---|
| DZ - 7 | 1960 - 1984 |
| | |

| | |
|---|---|
| Tare (Average) kg / Tarra (Gemiddeld) kg | 286 500 |
| Load kg / Vrag kg | 585 000 |
| Load (Coal) kg / Vrag (Steenkool) kg | |
| Floor Area $m^2$ / Vloeroppervlakte $m^2$ | |
| Capacity $m^3$ / Inhoudevermoë $m^3$ | |

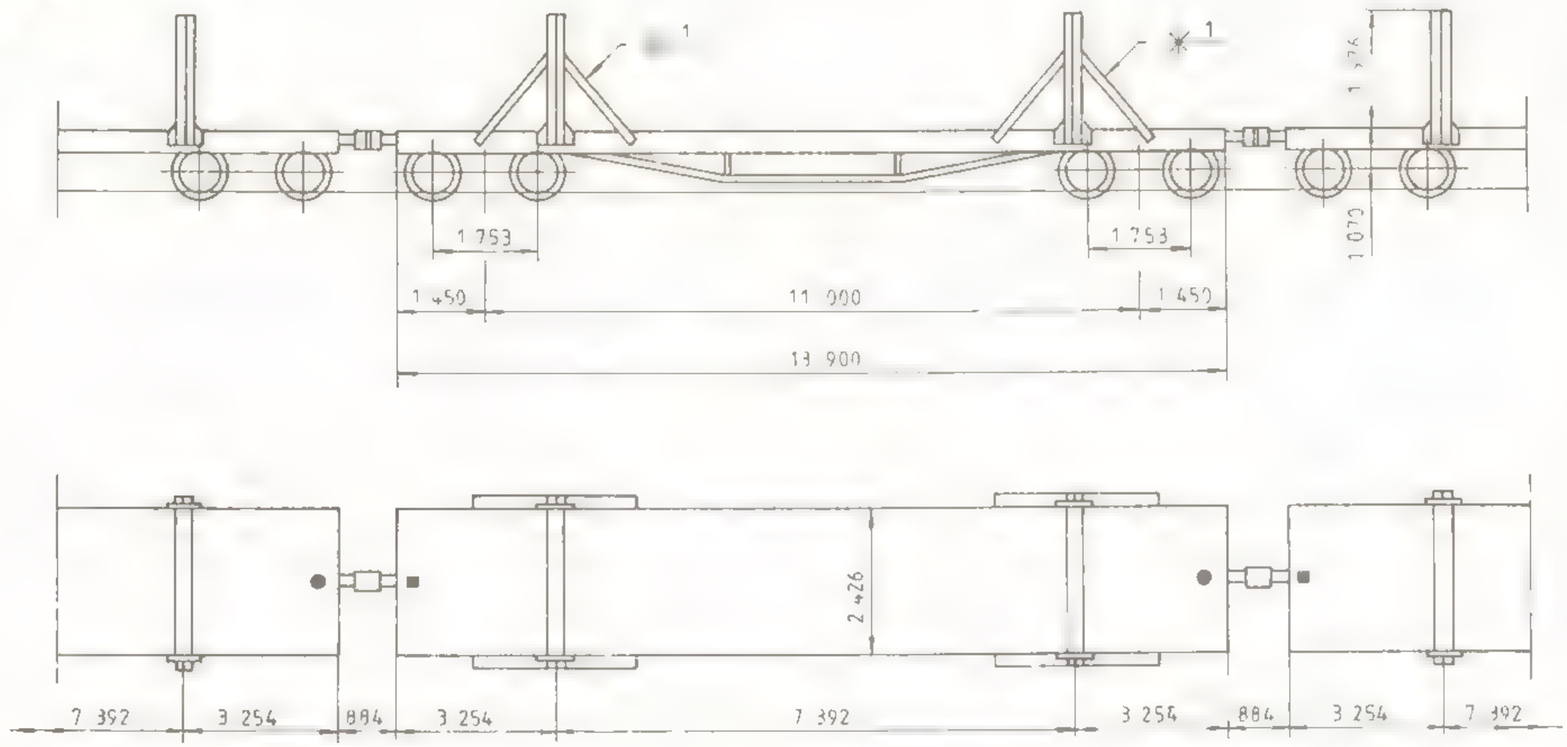
NPS - 2

6

Drawgear Equipment - Trekwerkuitrusting

KK Coupler hydraulic cushioning device / Koppelaar hidrouliese kussingrigting

SSC Centre sill hydraulic cushioning device / Middelbalk hidrouliese kussingrigting




| Vehicle Numbers / Voertuignommers | Placed in Service / In Gebruik Geneem |
|---|---|
| 96-030 003 / 96-030 186 | 1975 |

Remarks / Opmerkings :- 15 WAGONS PER SET / TROKKE PER STEL

ASSET OF NORTH-WEST CAPE REGION
BATE VAN NOORDWES-KAAPSTREEK

*1 CENTRE WAGON ONLY / SLEGS MIDDELSTE TROK

| | |
|---|---|
| Converted from / Omskep van | Date / Datum |
| | |
| | |

Brake System - Remstelsel

V Vacuum / Vakuum
L Air / Lug
D Dual Power - Manually operated / Tweekrag - Handbediening
A Dual Power - Automat.c / Tweekrag - Outomaties
R Slack Adjuster / Remversteller

| | | |
|---|---|---|
| Drawing Number / Tekeningnommer | | |
| Bogie Type / Draaisteltipe | SPOORBARBER | |
| Bearing Size / Laergrootte | D | |
| Springs per Bogie Outer / Inner / Vere per Draaistel Buite / Binne | 10 / 10 | |
| Brake System / Remstelsel | V / R | |
| Brake Cylinders / Remsilinders | (V) 2 / 18 | (L) |
| Train Pipe / Treinpyp / Brake Pipe / Rempyp | (V) 65 | (L) |
| Brake Percentage Empty / Loaded / Rempersentasie Leeg / Met Vrag | (V) 86,8 / 28,3 | (L) |
| Drawgear Equipment / Trekwerkuitrusting | • AAR M901E AND SOLID / EN SOLIED ■ | |
| Coupler / Yoke / Koppelaar / Juk | SASKOP-S / SAR SAS | |

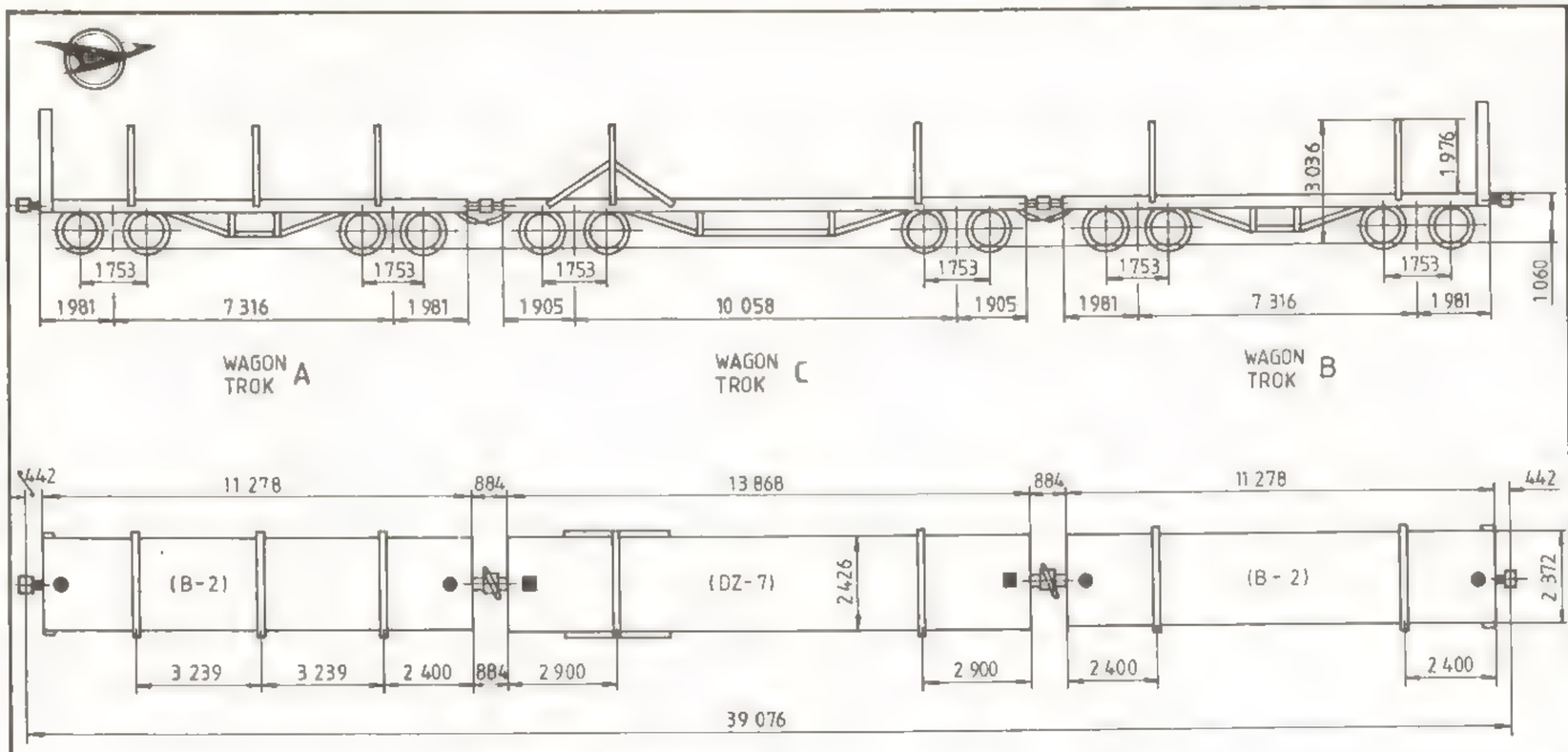
| | |
|---|---|
| Centre of Gravity (Empty) / Swaartepunt (Leeg) | |
| | |
| | |
| | |
| Design Limit - Mass on Rail kg / Ontwerplimiet - Massa op Spoor | 7[illegible]00 / WAGON TROK |
| Originally designed for / Oorspronklik ontwerp vir | RAILS SPOORSTAWE |
| Converted for / Omskep vir | |

| Revision / Hersiening | | | | | | |
|---|---|---|---|---|---|---|
| Date / Datum | | | | | | |

| | |
|---|---|
| Tare (Average) kg / Tarra (Gemiddeld) | 294 750 |
| Load kg / Vrag | 630 000 |
| Load (Coal) kg / Vrag (Steenkool) | |
| Floor Area $m^2$ / Vloeroppervlakte | |
| Capacity $m^3$ / Inhoudsvermoë | |
| | |
| | |

NPS - 3

17




DETAILS OF WAGONS
DETAILS VAN TROKKE

Remarks :- Opmerkings

| | TARE kg TARRA | LOAD kg VRAG | BRAKE CYLINDER REMSILINDER | BRAKE % / REM % EMPTY / LEEG | LOADED / MET VRAG |
|---|---|---|---|---|---|
| A | 17 900 | 39 000 | 2/18 | 79,2 | 25,9 |
| B | 17 100 | 39 000 | 2/18 | 80,7 | 26,1 |
| C | 19 500 | 39 000 | 2/21 | 89,5 | 29,7 |

| | |
|---|---|
| Drawing Number / Tekeningnommer | CME 179/12-A21 |
| Bogie Type / Draaisteltipe | SARCAST |
| Bearing Size / Laergrootte | 10 × 5 |
| Springs per Bogie Outer / Inner / Vere per Draaistel Buite / Binne | 6 × 0 |
| Brake System / Remstelsel | V |
| Brake Cylinders / Remsilinders | (V) – (L) – |
| Train Pipe / Treinpyp Brake Pipe / Rempyp | (V) 65 (50) (L) – |
| Brake Percentage Empty / Loaded / Rempersentasie Leeg / Met Vrag | (V) – (L) – |
| Drawgear Equipment / Trekwerkuitrusting | AAR M 901E ● AND SOLID EN SOLIED ■ |
| Coupler / Yoke / Koppelaar / Juk | SASKOP-S / SAR SAS |

| | |
|---|---|
| Centre of Gravity (Empty) / Swaartepunt (Leeg) | – |
| | |
| | |
| | |
| Design Limit – Mass on Rail kg / Ontwerplimiet – Massa op Spoor | 60 000 PER WAGON / PER TROK |
| Originally designed for / Oorspronklik ontwerp vir | GENERAL GOODS / ALGEMENE GOEDERE |
| Converted for / Omskep vir | 21 – 36m RAILS / SPOORSTAWE |

| Revision / Hersiening | | | | | | |
|---|---|---|---|---|---|---|
| Date / Datum | | | | | | |

| Vehicle Numbers / Voertuignommers | Placed in Service / In Gebruik Geneem |
|---|---|
| 94-044 503 / 94-046 476 | 1936-68 |
| 94-121 834 / 94-127 344 | 1936-68 |

| Converted from / Omskep van | Date / Datum |
|---|---|
| B-2, DZ-7 | 1982- |
| | |

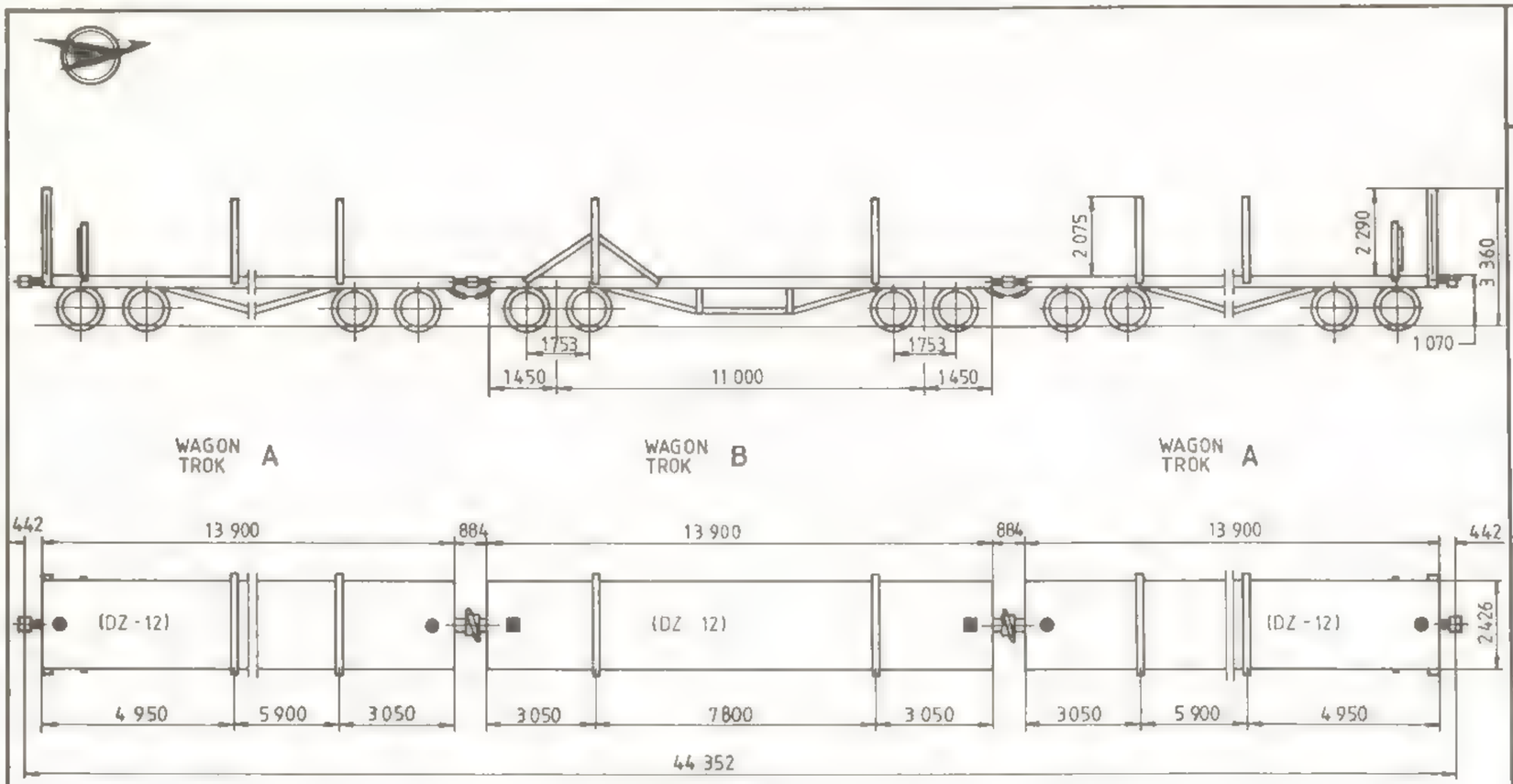
| | |
|---|---|
| Tare (Average) kg / Tarra (Gemiddeld) | 54 500 |
| Load kg / Vrag | 117 000 |
| Load (Coal) kg / Vrag (Steenkool) | |
| Floor Area $m^2$ / Vloeroppervlakte | |
| Capacity $m^3$ / Inhoudsvermoe | |
| | |
| | |

NPS-4

Drawgear Equipment - Trekwerkuitrusting
K■ Coupler hydraulic cushioning device / Koppelaar hidroulies kussingrigting
SSC Centre sill hydraulic cushioning device / Middelbalk hidroulies kussingrigting

Brake System - Remstelsel
A Dual Power-Automatic / Tweekrag-Outomaties
■ Slack Adjuster / Remversteller
V Vacuum / Vakuum
L Air / Lug
D Dual Power – Manually operated / Tweekrag – Handbediening

18




Drawgear Equipment - Trekwerkuitrusting
KK Coupler hydraulic cushioning device
Koppelaar hidrouliese kussinginrigting
SSC Centre sill hydraulic cushioning device
Middelbalk hidrouliese kussinginrigting

Brake System - Remstelsel
A Dual Power - Automatic
Tweekrag - Outomaties
R Slack Adjuster
Remversteller
V Vacuum
Vakuum
L Air
Lug
D Dual Power - Manually operated
Tweekrag - Handbediening

| Vehicle Numbers<br>Voertuignommers | Placed in Service<br>In Gebruik Geneem |
|---|---|
| 94-042 187 / 94-042 500 | 1975 |

Remarks :-
Opmerkings

DETAILS OF WAGONS
DETAILS VAN TROKKE

| | TARE kg<br>TARRA | LOAD kg<br>VRAG | BRAKE CYLINDER<br>REMSILINDER | BRAKE % / REM %<br>EMPTY / LEEG | <br>LOADED / MET VRAG |
|---|---|---|---|---|---|
| A | 20 300 | 39 000 | 2 / 18 | 86,0 | 29,4 |
| B | 19 800 | 39 000 | 2 / 18 | 88,1 | 29,7 |

| | | |
|---|---|---|
| Drawing Number<br>Tekeningnommer | CME 286 / 12 - C99 | |
| Bogie Type<br>Draaisteltipe | SPOORBARBER | |
| Bearing Size<br>Laergrootte | ▥ | |
| Springs per Bogie Outer / Inner<br>Vere per Draaistel Buite / Binne | 10 / 10 | |
| Brake System<br>Remstelsel | V / R | |
| Brake Cylinders<br>Remsilinders | (V) – | (L) – |
| Train Pipe / Treinpyp<br>Brake Pipe / Rempyp | (V) 65 | (L) – |
| Brake Percentage Empty / Loaded<br>Rempersentasie Leeg / Met Vrag | (V) – | (L) – |
| Drawgear Equipment<br>Trekwerkuitrusting | AAR M 901E ● | AND SOLID EN SOLIED ■ |
| Coupler / Yoke<br>Koppelaar / Juk | SASKOP-S / | SAR SAS |

| | |
|---|---|
| Centre of Gravity (Empty)<br>Swaartepunt (Leeg) | – |
| | |
| | |
| | |
| Design Limit – Mass on Rail kg<br>Ontwerplimiet – Massa op Spoor | 74 000 (PER WAGON / PER TROK) |
| Originally designed for<br>Oorspronklik ontwerp vir | GENERAL GOODS<br>ALGEMENE GOEDERE |
| Converted for<br>Omskep vir | 36 m RAILS<br>SPOORSTAWE |

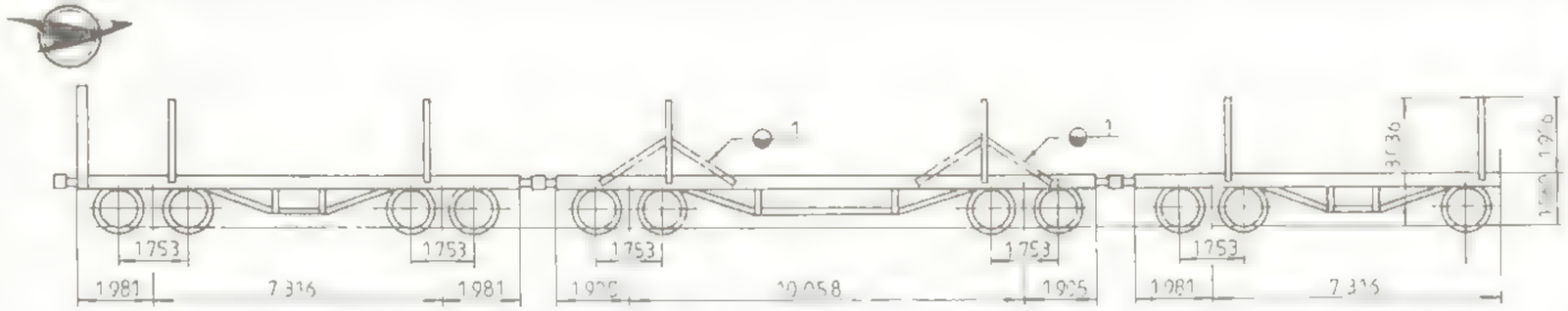
| Revision<br>Hersiening | | | | | | |
|---|---|---|---|---|---|---|
| Date<br>Datum | | | | | | |

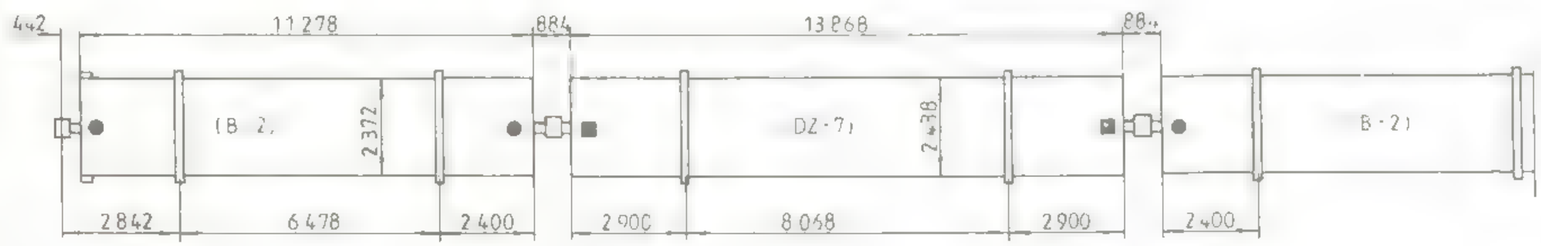
| Converted from<br>Omskep van | Date<br>Datum |
|---|---|
| DZ 12 | 1982 |
| | |

| | |
|---|---|
| Tare (Average) kg<br>Tarra (Gemiddeld) | 60 400 |
| Load kg<br>Vrag | 117 000 |
| Load (Coal) kg<br>Vrag (Steenkool) | |
| Floor Area $m^2$<br>Vloeroppervlakte | |
| Capacity $m^3$<br>Inhoudsvermoë | |
| | |
| | |

NPS-5

/ /




| Vehicle Numbers<br>Voertuignommers | Placed in Service<br>In Gebruik Geneem |
|---|---|
| 94-044 503/94-046 476<br>94-121 834/94-127 344 | 1936 - 68<br>1936 - 68 |

Remarks - Opmerkings

| TYPE<br>TIPE | TARE<br>TARRA | LOAD<br>VRAG | BRAKE CYLINDER<br>REMSILINDER | BRAKE % / REM %<br>EMPTY / LEEG | <br>LOADED/MET VRAG |
|---|---|---|---|---|---|
| B-2 | 16 700 | 39 000 | 2 / 18 | 82,5 | 26,3 |
| DZ-7 | 19 500 | 39 000 | 2 / 21 | 89,5 | 29,7 |

1 CENTRE WAGON ONLY
SLEGS MIDDELSTE TROK

Drawgear Equipment - Trekwerkuitrusting
KK Coupler hydraulic cushioning device
Koppelaar hidrouliese kussingrigting
SSC Centre sill hydraulic cushioning device
Middelbalk hidrouliese kussingrigting

Brake System - Remstelsel
V Vacuum / Vakuum
L Air / Lug
D Dual Power - Manually operated / Tweekrag - Handbediening
A Dual Power - Automatic / Tweekrag - Outomaties
R Slack Adjuster / Remversteller

| | | |
|---|---|---|
| Drawing Number<br>Tekeningnommer | CME 183/12 - A21 | |
| Bogie Type<br>Draaisteltipe | SARCAST | |
| Bearing Size<br>Laergrootte | 10 × 5 | |
| Springs per Bogie Outer / Inner<br>Vere per Draaistel Buite / Binne | 6/0 | |
| Brake System<br>Remsteisel | V | |
| Brake Cylinders<br>Remsilinders | (V) | (L) — |
| Train Pipe / Treinpyp<br>Brake Pipe / Rempyp | (V) 65 (50) | (L) - |
| Brake Percentage Empty / Loaded<br>Rempersentasie Leeg / Met Vrag | (V) | (L) — |
| Drawgear Equipment<br>Trekwerkuitrusting | AAR M901E ● | AND SOLID EN SOLIED ■ |
| Coupler / Yoke<br>Koppelaar / Juk | SASKOP-S | SAR / SAS |

| | |
|---|---|
| Centre of Gravity (Empty)<br>Swaartepunt (Leeg) | |
| | |
| | |
| | |
| Design Limit – Mass on Rail kg<br>Ontwerplimiet – Massa op Spoor | 60 000 PER WAGON<br>PER TROK |
| Originally designed for<br>Oorspronklik ontwerp vir | 19 - 36m RAILS<br>SPOORSTAWE |
| Converted for<br>Omskep vir | 108m RAILS<br>SPOORSTAWE |

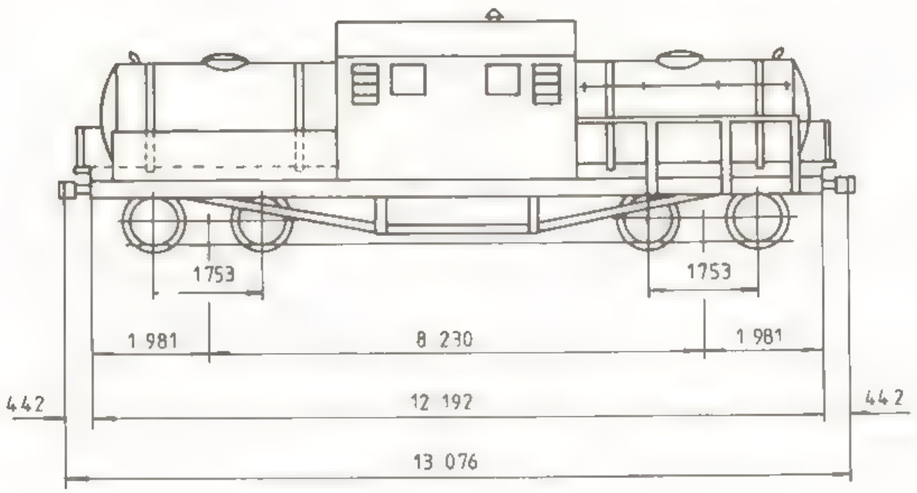
| Revision<br>Hersiening | | | | | | | |
|---|---|---|---|---|---|---|---|
| Date<br>Datum | | | | | | | |

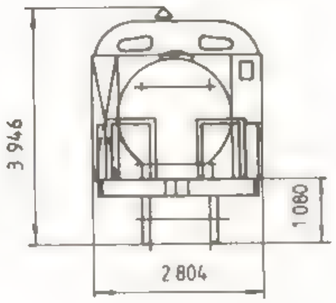
| Converted from<br>Omskep van | Date<br>Datum |
|---|---|
| 3 NPS-4 SETS<br>STELLE | 1983 - 84 |
| | |
| Tare (Average) kg<br>Tarra (Gemiddeld) | 158 700 |
| Load kg<br>Vrag | 351 000 |
| Load (Coal) kg<br>Vrag (Steenkool) | |
| Floor Area $m^2$<br>Vloeroppervlakte | |
| Capacity $m^3$<br>Inhoudsvermoë | |

# NPS-6

Drawgear Equipment - Trekwerkuitrusting
KK Coupler hydraulic cushioning device / Koppelaar hidrouliese kussinginrigting
SSC Centre sill hydraulic cushioning device / Middelbalk hidrouliese kussinginrigting

Brake System - Remstelsel
V Vacuum / Vakuum
L Air / Lug
D Dual Power - Manually operated / Tweekrag - Handbediening
A Dual Power - Automatic / Tweekrag - Outomaties
R Slack Adjuster / Remversteller




| Vehicle Numbers / Voertuignommers | Placed in Service / In Gebruik Geneem |
|---|---|
| 94-005 001 /94-005 265 | 1975 |
| 94-005 273 /94-005 591 | 1976 |

Remarks / Opmerkings :- 74 AND / EN 110 VOLTS

*1 WITH FULL TANK / MET VOL TENKE

| Converted from / Omskep van | Date / Datum |
|---|---|
| | |
| | |

| | | | |
|---|---|---|---|
| Drawing Number / Tekeningnommer | W 001/ E 003 | | |
| Bogie Type / Draaisteltipe | ALIGNED | | |
| Bearing Size / Laergrootte | C | | |
| Springs per Bogie Outer / Inner / Vere per Draaistel Buite / Binne | 10/10 | | |
| Brake System / Remstelsel | V/R | | |
| Brake Cylinders / Remsilinders | (V) 2 /18 | (L) —— | |
| Train Pipe / Treinpyp / Brake Pipe / Rempyp | (V) 65 | (L) —— | |
| Brake Percentage Empty / Loaded / Rempersentasie Leeg / Met Vrag | (V) 70,6/42,6 | (L) —— | |
| Drawgear Equipment / Trekwerkuitrusting | AAR M 901 E | | |
| Coupler / Yoke / Koppelaar / Juk | SASKOP-S / SAR SAS | | |

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| Centre of Gravity (Empty) / Swaartepunt (Leeg) | | | Capacity (full) / Inhoudsvermoe (vol) l | | Tare (Average) / Tarra (Gemiddeld) kg | 44 730*1 | | |
| | | | Contents / Inhoud | | Capacity / Inhoudsvermoe l | | Mass / Massa kg | |
| | | | WATER | | 15 900 | | 15 900 | |
| Tank Material / Tenkmateriaal | | | FUEL / BRANDSTOF | | 2 120 | | 1 802 | |
| Tank Lining / Tenkvoering | WATER TANKS / WATERTENKE MUNKADUR | | | | | | | |
| Design Limit - Mass on Rail kg / Ontwerplimiet - Massa op Spoor | | | | | | | | |
| Originally designed for / Oorspronklik ontwerp vir | STEAM HEAT / STOOMVERWARMING | | | | | | | |
| Converted for / Omskep vir | | | | | | | | |
| Revision / Hersiening | | | | | | | | |
| Date / Datum | | | | | | | | |

NS-1

21

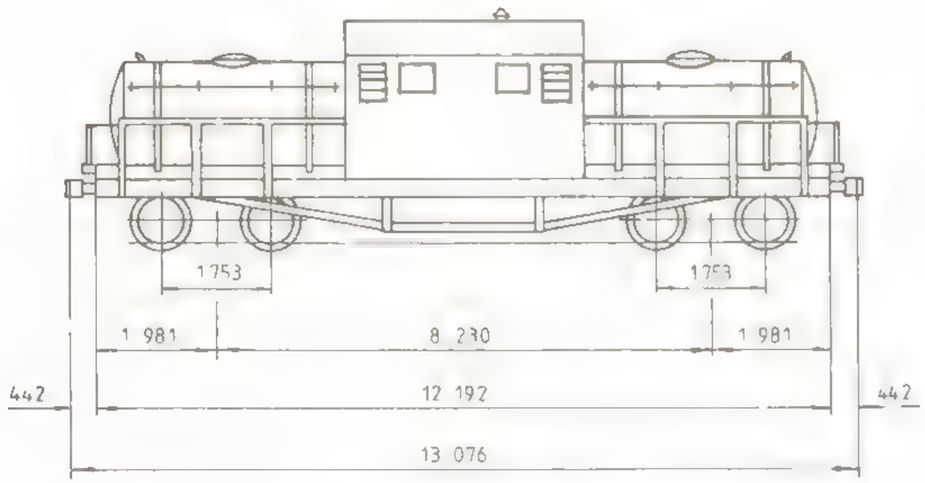
Drawgear Equipment - Trekwerkuitrusting

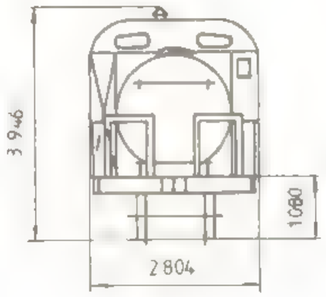
KK Coupler hydraulic cushioning device
Koppelaar hidroulies kussingrigting

SSC Centre sill hydraulic cushioning device
Middelbalk hidroulies kussingrigting

Brake System - Remstelsel

V Vacuum / Vakuum
L Air / Lug
D Dual Power - Manually operated / Tweekrag - Handbediening
A Dual Power - Automatic / Tweekrag - Outomaties
R Slack Adjuster / Remversteller




| Vehicle Numbers<br>Voertuignommers | Placed in Service<br>In Gebruik Geneem |
|---|---|
| 94 010 005 / 94-010 153 | 1954 |
| 94 010 161 / 94-010 501 | 1957-60 |
| 94 010 528 / 94-010 722 | 1965 |
| 94-010 730 / 94-010 757 | 1966 |
| 94 010 765 / 94-010 838 | 1966 |
| 94-010 846 / 94-010 927 | 1969 |
| 94 010 994 | 1954 |

Remarks
Opmerkings :- 110 VOLTS

*1 WITH FULL TANKS
MET VOL TENKE

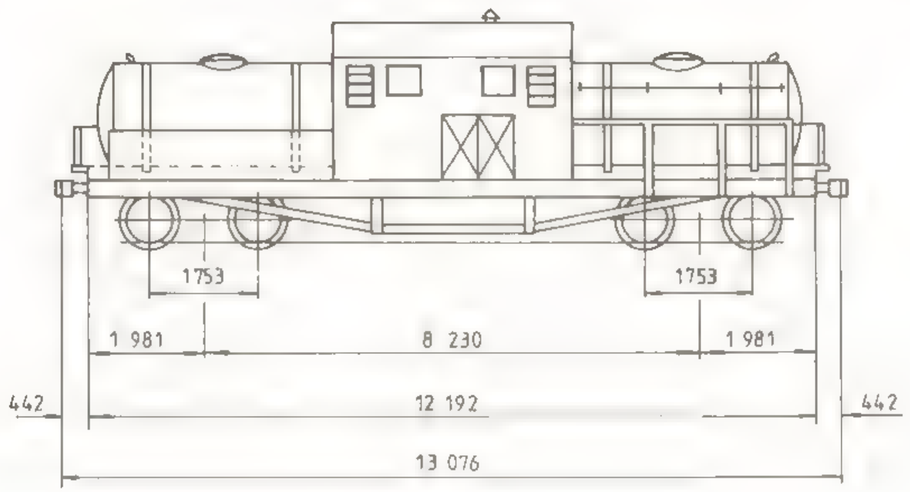
| Converted from<br>Omskep van | Date<br>Datum |
|---|---|
| | |
| | |

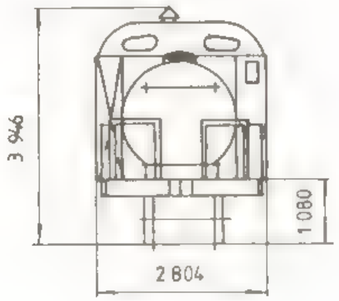
| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| Drawing Number<br>Tekeningnommer | CME 103/12 - A21 | | Centre of Gravity (Empty)<br>Swaartepunt (Leeg) | | Capacity (full)<br>Inhoudsvermoe(vol) | l | Tare (Average)<br>Tarra(Gemiddeld) | kg | 45 040 *1 |
| Bogie Type<br>Draaisteltipe | ALIGNED | | | | Contents<br>Inhoud | | Capacity<br>Inhoudsvermoë | l | Mass<br>Massa kg |
| Bearing Size<br>Laergrootte | C | | | | WATER | | 15 900 | | 15 900 |
| Springs per Bogie Outer / Inner<br>Vere per Draaistel Buite / Binne | 10/10 | | Tank Material<br>Tenkmateriaal | | FUEL<br>BRANDSTOF | | 1 550 | | 1 352 |
| Brake System<br>Remstelsel | V | | Tank Lining<br>Tenkvoering | WATER TANKS MUNKADUR<br>WATERTENKE | | | | | |
| Brake Cylinders<br>Remsilinders | (V) 2/21 | (L) — | Design Limit - Mass on Rail kg<br>Ontwerplimiet - Massa op Spoor | | | | | | |
| Train Pipe / Treinpyp<br>Brake Pipe / Rempyp | (V) 50, 65 | (L) | Originally designed for<br>Oorspronklik ontwerp vir | STEAM HEAT<br>STOOMVERWARMING | | | | | |
| Brake Percentage Empty / Loaded<br>Rempersentasie Leeg / Met Vrag | (V) 61,4/37,9 | (L) — | Converted for<br>Omskep vir | | | | | | |
| Drawgear Equipment<br>Trekwerkuitrusting | AAR M 901 E | | Revision<br>Hersiening | | | | | | |
| Coupler / Yoke<br>Koppelaar / Juk | SASKOP S / SAR SAS | | Date<br>Datum | | | | | | |

NSE - 1

Drawgear Equipment - Trekwerkuitrusting
KK Coupler hydraulic cushioning device / Koppelaar hidroulies kussingrigting
SSC Centre sill hydraulic cushioning device / Middelbalk hidroulies kussingrigting

Brake System - Remstelsel
V Vacuum / Vakuum
L Air / Lug
D Dual Power - Manually operated / Tweekrag - Handbediening
A Dual Power - Automatic / Tweekrag - Outomaties
R Slack Adjuster / Remversteller




Remarks / Opmerkings :- 110 VOLTS
*1 WITH FULL TANKS / MET VOL TENKE

| Vehicle Numbers / Voertuignommers | Placed in Service / In Gebruik Geneem |
|---|---|
| 94-010 935 / 94-010 986<br>94-011 001 / 94-011 109 | 1972<br>1974 |

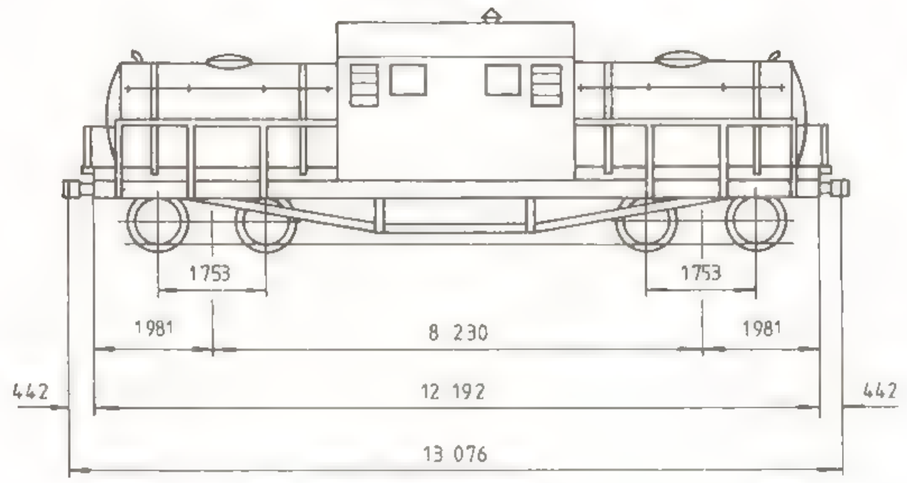
| Converted from / Omskep van | Date / Datum |
|---|---|
| | |
| | |

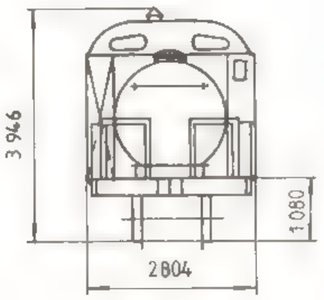
| | | | | | |
|---|---|---|---|---|---|
| Drawing Number / Tekeningnommer | W001 / E001<br>W001 / E002 | | Centre of Gravity (Empty) / Swaartepunt (Leeg) | | |
| Bogie Type / Draaisteltipe | ALIGNED | | | | |
| Bearing Size / Laergrootte | C | | | | |
| Springs per Bogie Outer / Inner / Vere per Draaistel Buite / Binne | 10/10 | | Tank Material / Tenkmateriaal | | |
| Brake System / Remstelsel | V/R | | Tank Lining / Tenkvoering | WATER TANKS / WATERTENKE MUNKADUR | |
| Brake Cylinders / Remsilinders | (V) 2/21 | (L) —— | Design Limit-Mass on Rail kg / Ontwerplimiet-Massa op Spoor | | |
| Train Pipe / Treinpyp<br>Brake Pipe / Rempyp | (V) 65 | (L) —— | Originally designed for / Oorspronklik ontwerp vir | STEAM HEAT / STOOMVERWARMING | |
| Brake Percentage Empty / Loaded / Rempersentasie Leeg / Met Vrag | (V) 66,4/40,3 | (L) —— | Converted for / Omskep vir | | |
| Drawgear Equipment / Trekwerkuitrusting | AAR M 901 E | | Revision / Hersiening | | |
| Coupler / Yoke / Koppelaar / Juk | SASKOP-S / SAR SAS | | Date / Datum | | |

| Capacity (full) / Inhoudsvermoe (vol) l | | Tare (Average) / Tarra (Gemiddeld) kg | 45 040 *1 |
|---|---|---|---|
| Contents / Inhoud | Capacity / Inhoudsvermoe l | Mass / Massa kg | |
| WATER | 15 900 | 15 900 | |
| FUEL / BRANDSTOF | 2 120 | 1 802 | |
| | | | |
| | | | |
| | | | |

# NSE - 2

Drawgear Equipment - Trekwerkuitrusting
KK Coupler hydraulic cushioning device / Koppelaar hidrouliese kussingrigting
SSC Centre sill hydraulic cushioning device / Middelbalk hidrouliese kussingrigting




Remarks / Opmerkings: 74 VOLTS

*1 WITH FULL TANKS / MET VOL TENKE

| Vehicle Numbers / Voertuignommers | Placed in Service / In Gebruik Geneem |
|---|---|
| 94-020 000 / 94-020 094 | 1957-60 |
| 94-020 108 / 94-020 124 | 1966 |
| 94-020 132 / 94-020 256 | 1968 |

| Converted from / Omskep van | Date / Datum |
|---|---|
| | |
| | |

Brake System - Remstelsel
V Vacuum / Vakuum
L Air / Lug
D Dual Power - Manually operated / Tweekrag - Handbediening
A Dual Power - Automatic / Tweekrag - Outomaties
R Slack Adjuster / Remarsteller

| | | |
|---|---|---|
| Drawing Number / Tekeningnommer | CME 103/12 - A21 | |
| Bogie Type / Draaisteltipe | ALIGNED | |
| Bearing Size / Laergrootte | C | |
| Springs per Bogie Outer / Inner / Vere per Draaistel Buite / Binne | 10/10 | |
| Brake System / Remstelsel | V | |
| Brake Cylinders / Remsilinders | (V) 2/21 | (L) —— |
| Train Pipe / Treinpyp / Brake Pipe / Rempyp | (V) 50, 65 | (L) —— |
| Brake Percentage Empty / Loaded / Rempersentasie Leeg / Met Vrag | (V) 61,4/37,9 | (L) —— |
| Drawgear Equipment / Trekwerkuitrusting | AAR M901E | |
| Coupler / Yoke / Koppelaar / Juk | SASKOP-S / SAR SAS | |

| | | | | | | |
|---|---|---|---|---|---|---|
| Centre of Gravity (Empty) / Swaartepunt (Leeg) | | | | | | |
| | | | | | | |
| Tank Material / Tenkmateriaal | | | | | | |
| Tank Lining / Tenkvoering | WATER TANKS / WATERTENKE MUNKADUR | | | | | |
| Design Limit - Mass on Rail kg / Ontwerplimiet - Massa op Spoor | | | | | | |
| Originally designed for / Oorspronklik ontwerp vir | STEAM HEAT / STOOMVERWARMING | | | | | |
| Converted for / Omskep vir | | | | | | |
| Revision / Hersiening | | | | | | |
| Date / Datum | | | | | | |

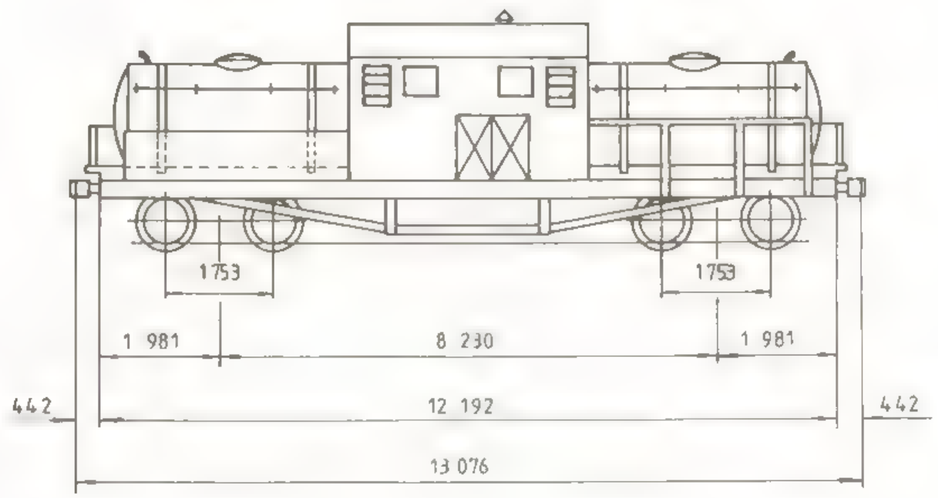
| Capacity (full) / Inhoudsvermoe (vol) ℓ | | Tare (Average) / Tarra (Gemiddeld) kg | 45 040 *1 |
|---|---|---|---|
| Contents / Inhoud | Capacity / Inhoudsvermoe ℓ | Mass / Massa kg | |
| WATER | 15 900 | | 15 900 |
| FUEL / BRANDSTOF | 1 590 | | 1 352 |
| | | | |
| | | | |
| | | | |
| | | | |

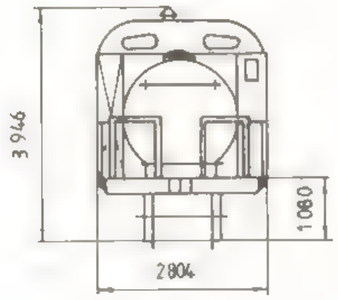
NSF - 1

Drawgear Equipment - Trekwerkuitrusting

KK Coupler hydraulic cushioning device / Koppelaar hidrouliese kussingrigting

SSC Centre sill hydraulic cushioning device / Middelbalk hidrouliese kussingrigting




| Vehicle Numbers / Voertuignommers | Placed in Service / In Gebruik Geneem |
|---|---|
| 94-020 264 /94-020 329 | 1972 |
| 94-020 337 /94-020 728 | 1974 |

Remarks / Opmerkings :- 74 VOLTS

*[1] WITH FULL TANKS / MET VOL TENKE

| Converted from / Omskep van | Date / Datum |
|---|---|
| | |
| | |

Brake System - Remstelsel

V Vacuum / Vakuum
L Air / Lug
D Dual Power - Manually operated / Tweekrag - Handbediening
A Dual Power - Automatic / Tweekrag - Outomaties
R Slack Adjuster / Remversteller

| | | | |
|---|---|---|---|
| Drawing Number / Tekeningnommer | | W 001 / E 001<br>W 001 / E 002 | |
| Bogie Type / Draaisteltipe | | ALIGNED | |
| Bearing Size / Laergrootte | | C | |
| Springs per Bogie / Vere per Draaistel | Outer / Buite / Inner / Binne | 10 / 10 | |
| Brake System / Remstelsel | | V/R | |
| Brake Cylinders / Remsilinders | | (V) 2/21 | (L) —— |
| Train Pipe / Treinpyp<br>Brake Pipe / Rempyp | | (V) 65 | (L) —— |
| Brake Percentage / Rempersentasie | Empty / Loaded<br>Leeg / Met Vrag | (V) 66,4/40,3 | (L) —— |
| Drawgear Equipment / Trekwerkuitrusting | | AAR. M 901 E | |
| Coupler / Yoke<br>Koppelaar / Juk | | SASKOP - S / SAR<br>SAS | |

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| Centre of Gravity (Empty) / Swaartepunt (Leeg) | | | | | | Capacity (full) / Inhoudsvermoë (vol) l | | Tare (Average) / Tarra (Gemiddeld) kg | 45 040*[1] |
| | | | | | | Contents / Inhoud | | Capacity / Inhoudsvermoe l | Mass / Massa kg |
| | | | | | | WATER | | 15 900 | 15 900 |
| Tank Material / Tenkmateriaal | | | | | | FUEL<br>BRANDSTOF | | 2 120 | 1 802 |
| Tank Lining / Tenkvoering | | | WATER TANKS MUNKADUR<br>WATERTENKE | | | | | | |
| Design Limit - Mass on Rail kg / Ontwerpimiet - Massa op Spoor | | | | | | | | | |
| Originally designed for / Oorspronklik ontwerp vir | | | STEAM HEAT<br>STOOMVERWARMING | | | | | | |
| Converted for / Omskep vir | | | | | | | | | |
| Revision / Hersiening | | | | | | | | | |
| Date / Datum | | | | | | | | | |

# NSF - 2

2C

Drawgear Equipment - Trekwerkuitrusting
KK Coupler hydraulic cushioning device / Koppelaar hidroulies kussingrigting
SSC Centre sill hydraulic cushioning device / Middelbalk hidroulies kussingrigting

Brake System - Remstelsel
V Vacuum / Vakuum
L Air / Lug
D Dual Power - Manually operated / Tweekrag - Handbediening
A Dual Power - Automatic / Tweekrag - Outomaties
R Slack Adjuster / Remversteller

CONVERTED FROM VARIOUS TYPES OF BOGIE WAGONS FOR USE ON BREAKDOWN TRAINS

OMGEBOU VAN VERSKILLENDE TIPES DRAAISTELTROKKE VIR GEBRUIK OP HULPTREINE

Remarks / Opmerkings :-

| Vehicle Numbers / Voertuignommers | Placed in Service / In Gebruik Geneem |
|---|---|
| 94-050 007 / 94-059 993 | |

| Converted from / Omskep van | Date / Datum |
|---|---|
| | |
| | |

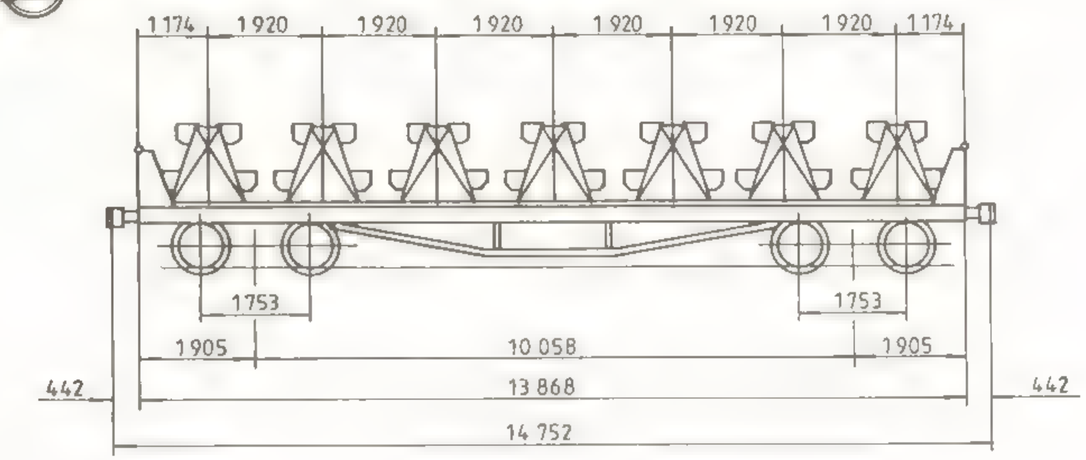
| | | |
|---|---|---|
| Drawing Number / Tekeningnommer | | |
| Bogie Type / Draaisteltipe | | |
| Bearing Size / Laergrootte | | |
| Springs per Bogie Outer / Inner / Vere per Draaistel Buite / Binne | | |
| Brake System / Remstelsel | | |
| Brake Cylinders / Remsilinders | (V) | (L) |
| Train Pipe / Treinpyp / Brake Pipe / Rempyp | (V) | (L) |
| Brake Percentage Empty / Loaded / Rempersentasie Leeg / Met Vrag | (V) | (L) |
| Drawgear Equipment / Trekwerkuitrusting | | |
| Coupler / Yoke / Koppelaar / Juk | | |

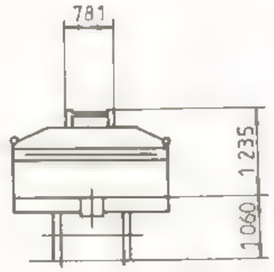
| | |
|---|---|
| Centre of Gravity (Empty) / Swaartepunt (Leeg) | |
| | |
| | |
| | |
| | |
| Design Limit - Mass on Rail kg / Ontwerplimiet - Massa op Spoor | |
| Originally designed for / Oorspronklik ontwerp vir | |
| Converted for / Omskep vir | |

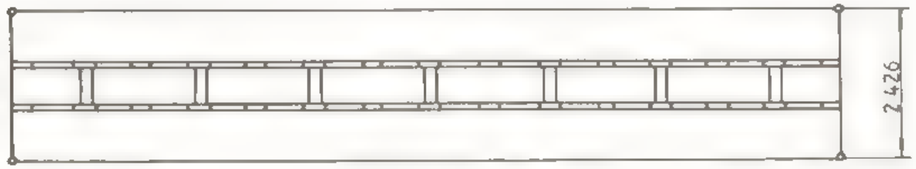
| | | | | | | |
|---|---|---|---|---|---|---|
| Revision / Hersiening | | | | | | |
| Date / Datum | | | | | | |

| | |
|---|---|
| Tare (Average) kg / Tarra (Gemiddeld) | |
| Load kg / Vrag | |
| Load (Coal) kg / Vrag (Steenkool) | |
| Floor Area $m^2$ / Vloeroppervlakte | |
| Capacity $m^3$ / Inhoudsvermoe | |
| | |
| | |

NV




**Drawgear Equipment - Trekwerkuitrusting**

KK Coupler hydraulic cushioning device / Koppelaar hidrouliese kussinginrigting

SSC Centre sill hydraulic cushioning device / Middelbalk hidrouliese kussinginrigting

**Brake System - Remstelsel**

V Vacuum / Vakuum
L Air / Lug
D Dual Power-Manually operated / Tweekrag-Handbediening
A Dual Power-Automatic / Tweekrag-Outomaties
R Slack Adjuster / Remversteller

CME 3715/12-000: 6E/6E1 LOCOMOTIVE BOGIES / LOKOMOTIEF DRAAISTELLE

Remarks / Opmerkings :-
CME 4131/12-000: SUBURBAN COACHES / VOORSTEDELIKE RYTUIE
✳ CME 68/076083-C99: 6E1&7E1 LOCOMOTIVES / LOKOMOTIEWE
CME 343/12-C99: WAGONS / TROKKE

| Vehicle Numbers / Voertuignommers | Placed in Service / In Gebruik Geneem |
|---|---|
| 94-100 004 / 94-101 825 | 1936-1967 |
| 94-101 833 / 94-101 868 | 1936-1967 |

| Converted from / Omskep van | Date / Datum |
|---|---|
| DZ, DZA | 1969- |
| | |

| | | | |
|---|---|---|---|
| Drawing Number / Tekeningnommer | ✳ | | |
| Bogie Type / Draaisteltipe | DIAMOND FRAME / RUITRAAM | SARCAST | |
| Bearing Size / Laergrootte | 10 × 5 | | |
| Springs per Bogie Outer / Inner / Vere per Draaistel Buite / Binne | 6/0 | | |
| Brake System / Remstelsel | V | | |
| Brake Cylinders / Remsilinders | (V) 2/21 | (L) — | |
| Train Pipe / Treinpyp Brake Pipe / Rempyp | (V) 65 (50) | (L) — | |
| Brake Percentage Empty / Loaded / Rempersentasie Leeg / Met Vrag | (V) 77,6/31,3 | (L) | |
| Drawgear Equipment / Trekwerkuitrusting | AAR M901E | | |
| Coupler / Yoke / Koppelaar / Juk | SASKOP-S | SAR / SAS | |

| | | | |
|---|---|---|---|
| Centre of Gravity (Empty) / Swaartepunt (Leeg) | | Tare (Average) / Tarra (Gemiddeld) kg | 22 310 |
| | | Load / Vrag kg | 33 000 |
| | | Load (Coal) kg / Vrag (Steenkool) | |
| | | Floor Area / Vloeroppervlakte $m^2$ | |
| | | Capacity / Inhoudsvermoë $m^3$ | |
| Design Limit – Mass on Rail kg / Ontwerplimiet – Massa op Spoor | 60 000 | | |
| Originally designed for / Oorspronklik ontwerp vir | GENERAL GOODS / ALGEMENE GOEDERE | | |
| Converted for / Omskep vir | WHEEL SETS / WIELSTELLE | | |

| Revision / Hersiening | | | | | | |
|---|---|---|---|---|---|---|
| Date / Datum | | | | | | |

NW

27

Drawgear Equipment - Trekwerkuitrusting
KK Coupler hydraulic cushioning device / Koppelaar hidroulies kussingrigting
SSC Centre sill hydraulic cushioning device / Middelbalk hidroulies kussingrigting

Brake System - Remstelsel
V Vacuum / Vakuum
L Air / Lug
□ Dual Power - Manually operated / Tweekrag - Handbediening
A Dual Power - Automatic / Tweekrag - Outomaties
R Slack Adjuster / Remversteller

# CONVERTED FROM VARIOUS TYPES OF BOGIE WAGONS
# OMGEBOU VAN VERSKILLENDE TIPES DRAAISTELTROKKE

| Vehicle Numbers / Voertuignommers | Placed in Service / In Gebruik Geneem |
|---|---|
| 94 - 800 006 / 94 - 808 376<br>94 - 820 007 / 94 - 999 997 | |

Remarks / Opmerkings :-

| Converted from / Omskep van | Date / Datum |
|---|---|
| | |
| | |

| | | | |
|---|---|---|---|
| Drawing Number / Tekeningnommer | | | |
| Bogie Type / Draaisteltipe | | | |
| Bearing Size / Laergrootte | | | |
| Springs per Bogie Outer / Inner / Vere per Draaistel Buite / Binne | | | |
| Brake System / Remstelsel | | | |
| Brake Cylinders / Remsilinders | (V) | (L) | |
| Train Pipe / Treinpyp / Brake Pipe / Rempyp | (V) | (L) | |
| Brake Percentage Empty / Loaded / Rempersentasie Leeg / Met Vrag | (V) | (L) | |
| Drawgear Equipment / Trekwerkuitrusting | | | |
| Coupler / Yoke / Koppelaar / Juk | | | |

| | |
|---|---|
| Centre of Gravity (Empty) / Swaartepunt (Leeg) | |
| | |
| | |
| | |
| Design Limit – Mass on Rail kg / Ontwerplimiet – Massa op Spoor | |
| Originally designed for / Oorspronklik ontwerp vir | |
| Converted for / Omskep vir | |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| Revision / Hersiening | | | | | | | |
| Date / Datum | | | | | | | |

| | |
|---|---|
| Tare (Average) kg / Tarra (Gemiddeld) | |
| Load kg / Vrag | |
| Load (Coal) kg / Vrag (Steenkool) | |
| Floor Area $m^2$ / Vloeroppervlakte | |
| Capacity $m^3$ / Inhoudsvermoë | |
| | |
| | |

NZ

Drawgear Equipment - Trekwerkuitrusting
KK Coupler hydraulic cushioning device / Koppelaar hidroulies kussinginrigting
SSC Centre sill hydraulic cushioning device / Middelbalk hidroulies kussinginrigting

Brake System - Remstelsel
V Vacuum / Vakuum
L Air / Lug
D Dual Power - Manually operated / Tweekrag - Handbediening
A Dual Power - Automatic / Tweekrag - Outomaties
R Slack Adjuster / Remversteller

# CONVERTED FROM VARIOUS TYPES OF BOGIE WAGONS
# OMGEBOU VAN VERSKILLENDE TIPES DRAAISTELTROKKE

FOR LOCAL USE ONLY
VIR PLAASLIKE GEBRUIK ALLEENLIK

Remarks :-
Opmerkings

| Vehicle Numbers / Voertuignommers | Placed in Service / In Gebruik Geneem |
|---|---|
| 99 - 500 000 / 99 - 999 994 | |

| Converted from / Omskep van | Date / Datum |
|---|---|
| | |
| | |

| | |
|---|---|
| Drawing Number / Tekeningnommer | |
| Bogie Type / Draaisteltipe | |
| Bearing Size / Laergrootte | |
| Springs per Bogie Outer / Inner / Vere per Draaistel Buite / Binne | |
| Brake System / Remstelsel | |
| Brake Cylinders / Remsilinders | (V) (L) |
| Train Pipe / Treinpyp / Brake Pipe / Rempyp | (V) (L) |
| Brake Percentage Empty / Loaded / Rempersentasie Leeg / Met Vrag | (V) (L) |
| Drawgear Equipment / Trekwerkuitrusting | |
| Coupler / Yoke / Koppelaar / Juk | |

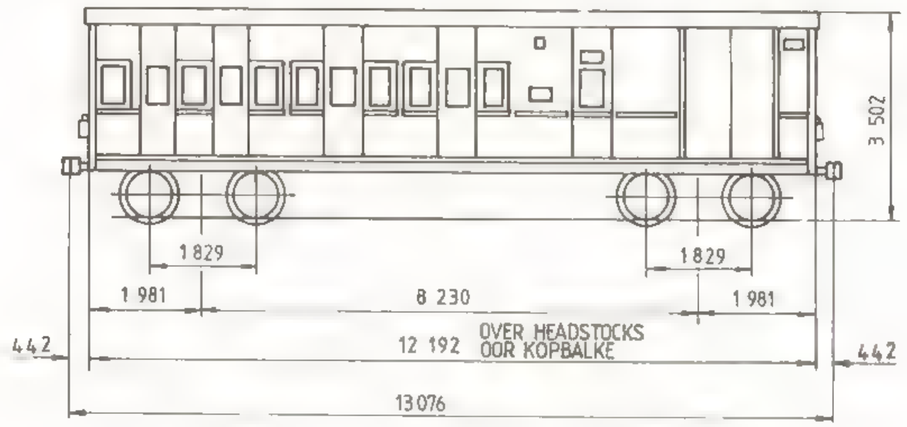
| | |
|---|---|
| Centre of Gravity (Empty) / Swaartepunt (Leeg) | |
| | |
| | |
| | |
| Design Limit - Mass on Rail kg / Ontwerplimiet - Massa op Spoor | |
| Originally designed for / Oorspronklik ontwerp vir | |
| Converted for / Omskep vir | |

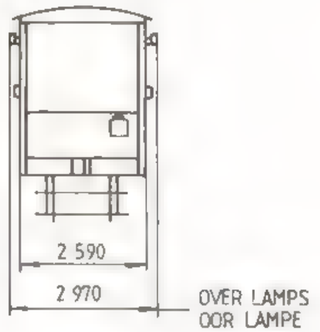
| | | | | | | |
|---|---|---|---|---|---|---|
| Revision / Hersiening | | | | | | |
| Date / Datum | | | | | | |

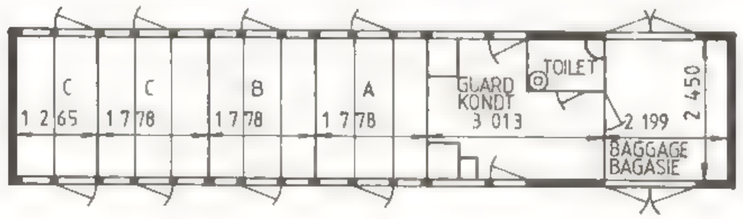
| | |
|---|---|
| Tare (Average) kg / Tarra (Gemiddeld) | |
| Load kg / Vrag | |
| Load (Coal) kg / Vrag (Steenkool) | |
| Floor Area $m^2$ / Vloeroppervlakte | |
| Capacity $m^3$ / Inhoudsvermoe | |
| | |
| | |

NZN

Drawgear Equipment - Trekwerkuitrusting
KK Coupler hydraulic cushioning device / Koppelaar hidroulies kussinginrigting
SSC Centre sill hydraulic cushioning device / Middelbalk hidroulies kussinginrigting




Remarks / Opmerkings :- A WHITES / BLANKES
B AND / EN C NON WHITES / NIE BLANKES

| Vehicle Numbers / Voertuignommers | Placed in Service / In Gebruik Geneem |
|---|---|
| 90 - 010 000 / 90 - 014 375 | 1969 |

| Converted from / Omskep van | Date / Datum |
|---|---|
| | |
| | |

Brake System - Remsteisel
V Vacuum / Vakuum
L Air
Lug
D Dual Power - Manually operated / Tweekrag - Handbediening
A Dual Power - Automatic / Tweekrag - Outomaties
R Slack Adjuster / Remversteller

| | | |
|---|---|---|
| Drawing Number / Tekeningnommer | W 1/20063 | |
| Bogie Type / Draaisteltipe | BARBER BETTENDORF | |
| Bearing Size / Laergrootte | C | |
| Springs per Bogie Outer / Inner / Vere per Draaistel Buite / Binne | | |
| Brake System / Remsteisel | V | |
| Brake Cylinders / Remsilinders | (V) 2 / 18 | (L) |
| Train Pipe / Treinpyp / Brake Pipe / Rempyp | (V) 65 | (L) |
| Brake Percentage Empty / Loaded / Rempersentasie Leeg / Met Vrag | (V) 58 / 46 | (L) |
| Drawgear Equipment / Trekwerkuitrusting | SPENCER MOULTON RUBBER TYPE / TIPE | |
| Coupler / Yoke / Koppelaar / Juk | SASKOP-S / SAR SAS | |

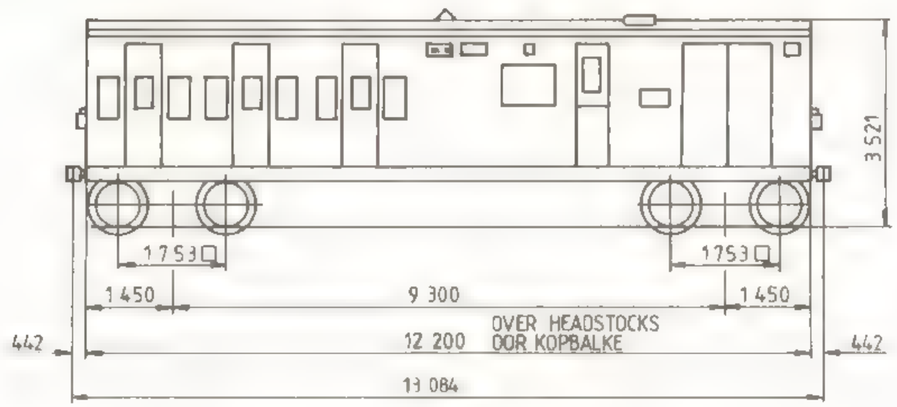
| | |
|---|---|
| Centre of Gravity (Empty) / Swaartepunt (Leeg) | |
| | |
| | |
| | |
| Design Limit – Mass on Rail kg / Ontwerplimiet – Massa op Spoor | |
| Originally designed for / Oorspronklik ontwerp vir | |
| Converted for / Omskep vir | |

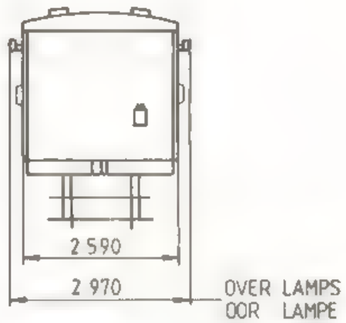
| Revision / Hersiening | | | | | | |
|---|---|---|---|---|---|---|
| Date / Datum | | | | | | |

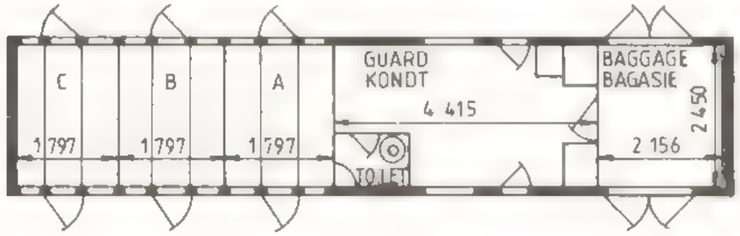
| | |
|---|---|
| Tare (Average) kg / Tarra (Gemiddeld) | 21 500 |
| Load kg / Vrag | 5 000 |
| Load (Coal) kg / Vrag (Steenkool) | |
| Floor Area $m^2$ / Vloeroppervlakte | |
| Capacity $m^3$ / Inhoudsvermoe | |
| | |
| | |

V-1

Drawgear Equipment - Trekwerkuitrusting
KK Coupler hydraulic cushioning device / Koppelaar hidroulies kussingrigting
SSC Centre sill hydraulic cushioning device / Middelbalk hidroulies kussingrigting




Remarks / Opmerkings :- BARBER BETTENDORF □ 1829

| Vehicle Numbers / Voertuignommers | Placed in Service / In Gebruik Geneem |
|---|---|
| ◒ 90-051 009 / 90-051 270 | 1975-76 |
| ◪ 90-051 289 / 90-052 374 | 1975-76 |
| ◓ 90-052 382 / 90-054 237 | 1977-78 |

| Converted from / Omskep van | Date / Datum |
|---|---|
| | |
| | |

Brake System - Remstelsel
A Dual Power - Automatic / Tweekrag - Outomaties
R Slack Adjuster / Remverstelle
V Vacuum / Vakuum
L Air / Lug
D Dual Power - Manually operated / Tweekrag - Handbediening

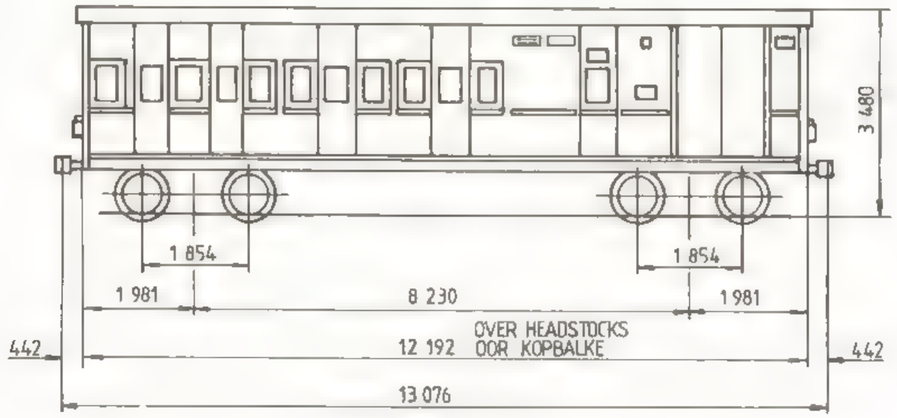
| | | |
|---|---|---|
| Drawing Number / Tekeningnommer | ◒◪ | W 001/D 040 |
| | ◓ | W 001/D 046 |
| Bogie Type / Draaisteltipe | ◒ | HS MK I ◓ HS MK III |
| | ◪ | BARBER BETTENDORF |
| Bearing Size / Laergrootte | ◪ | C ◒◓ D |
| Springs per Bogie Outer / Inner / Vere per Draaistel Buite / Binne | ◒ | 2 / 0 |
| | ◓ | 8 / 0 ◪ 2 ELLIP. NESTS / BUNDELS |
| Brake System / Remstelsel | | V |
| Brake Cylinders / Remsilinders | | (V) 1 / 21 (L) |
| Train Pipe / Treinpyp / Brake Pipe / Rempyp | | (V) 65 (L) |
| Brake Percentage Empty / Loaded / Rempersentasie Leeg / Met Vrag | | (V) 52 / 43 (L) |
| Drawgear Equipment / Trekwerkuitrusting | | "SPENCER MOULTON" RUBBER TYPE / TIPE |
| Coupler / Yoke / Koppelaar / Juk | | SASKOP-S / SAR SAS |

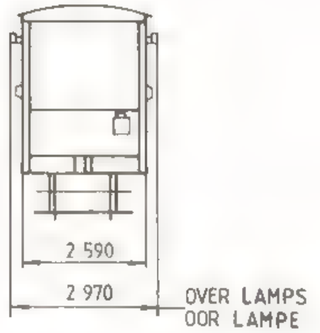
| | |
|---|---|
| Centre of Gravity (Empty) / Swaartepunt (Leeg) | 1 207 |
| | |
| | |
| | |
| | |
| Design Limit - Mass on Rail kg / Ontwerplimiet - Massa op Spoor | |
| Originally designed for / Oorspronklik ontwerp vir | |
| Converted for / Omskep vir | |

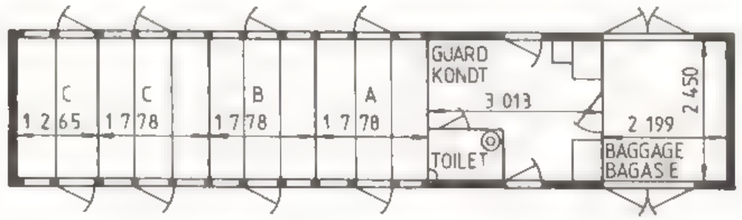
| Revision / Hersiening | | | | | | |
|---|---|---|---|---|---|---|
| Date / Datum | | | | | | |

| | |
|---|---|
| Tare (Average) kg / Tarra (Gemiddeld) | 23 210 |
| Load kg / Vrag | 5 000 |
| Load (Coal) kg / Vrag (Steenkool) | |
| Floor Area $m^2$ / Vloeroppervlakte | |
| Capacity $m^3$ / Inhoudsvermoë | |
| | |
| | |

V-3




Remarks :- A WHITES / BLANKES
B AND / EN C NON WHITES / NIE BLANKES

| Vehicle Numbers / Voertuignommers | Placed in Service / In Gebruik Geneem |
|---|---|
| 90 - 048 008 / 90 - 050 177 | 1966 |

| Converted from / Omskep van | Date / Datum |
|---|---|
| | |
| | |

| | | | |
|---|---|---|---|
| Drawing Number / Tekeningnommer | CME 108/12 - B04 | | |
| Bogie Type / Draaisteltipe | 10234 | | |
| Bearing Size / Laergrootte | 10 x 5 | | |
| Springs per Bogie Outer / Inner / Vere per Draaistel Buite / Binne | | | |
| Brake System / Remstelsel | V | | |
| Brake Cylinders / Remsilinders | (V) 2 / 18 | (L) | |
| Train Pipe / Treinpyp / Brake Pipe / Rempyp | (V) 65 | (L) | |
| Brake Percentage Empty / Loaded / Rempersentasie Leeg / Met Vrag | (V) 55 / 44 | (L) | |
| Drawgear Equipment / Trekwerkuitrusting | AAR M 901E | | |
| Coupler / Yoke / Koppelaar / Juk | SASKOP - S / SAR SAS | | |

| | |
|---|---|
| Centre of Gravity (Empty) / Swaartepunt (Leeg) | |
| | |
| | |
| | |
| Design Limit – Mass on Rail kg / Ontwerplimiet – Massa op Spoor | |
| Originally designed for / Oorspronklik ontwerp vir | |
| Converted for / Omskep vir | |

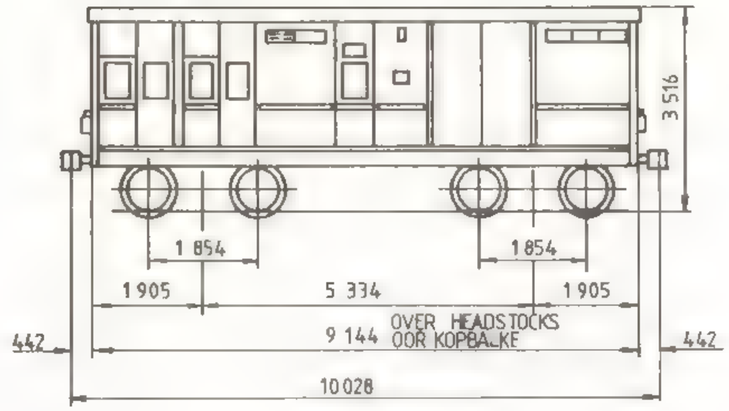
| Revision / Hersiening | | | | | | |
|---|---|---|---|---|---|---|
| Date / Datum | | | | | | |

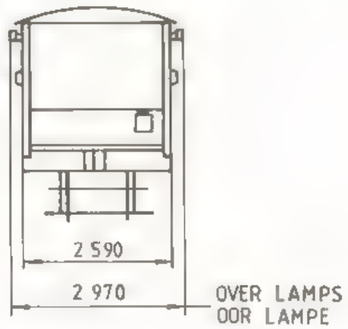
| | |
|---|---|
| Tare (Average) kg / Tarra (Gemiddeld) | 23 500 |
| Load kg / Vrag | 5 000 |
| Load (Coal) kg / Vrag (Steenkool) | |
| Floor Area $m^2$ / Vloeroppervlakte | |
| Capacity $m^3$ / Inhoudsvermoë | |
| | |
| | |

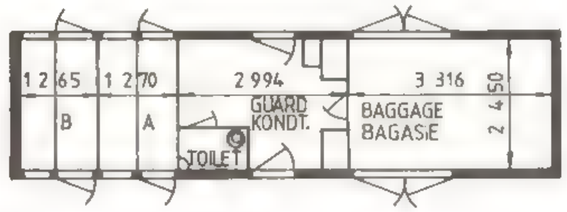
V-6

Drawgear Equipment - Trekwerkuitrusting
KK Coupler hydraulic cushioning device / Koppelaar hidrouliese kussingrigting
SSC Centre sill hydraulic cushioning device / Middelbalk hidrouliese kussingrigting

Brake System - Remstelsel
V Vacuum / Vakuum
L Air / Lug
D Dual Power – Manually operated / Tweekrag – Handbediening
A Dual Power - Automatic / Tweekrag - Outomaties
R Slack Adjuster / Remversteller




Remarks / Opmerkings :- A WHITES / BLANKES
B NON WHITES / NIE BLANKES

| Vehicle Numbers / Voertuignommers | Placed in Service / In Gebruik Geneem |
|---|---|
| 90 - 017 307 / 90 - 026 616 | 1923-55 |
| 90 - 026 624 | 1953 |
| 90 - 026 632 / 90 - 026 659 | 1949-50 |

| Converted from / Omskep van | Date / Datum |
|---|---|
| | |
| | |

Drawgear Equipment - Trekwerkuitrusting
KK Coupler hydraulic cushioning device / Koppelaar hidroulies kussinginrigting
SSC Centre sill hydraulic cushioning device / Middelbalk hidroulies kussinginrigting

Brake System - Remstelsel
V Vacuum / Vakuum
L Air / Lug
D Dual Power - Manually operated / Tweekrag - Handbediening
A Dual Power - Automatic / Tweekrag - Outomaties
R Slack Adjuster / Remversteller

| | | |
|---|---|---|
| Drawing Number / Tekeningnommer | CME 104 / 12 - B 04 | |
| Bogie Type / Draaisteltipe | 10234 | |
| Bearing Size / Laergrootte | 10 × 5 | |
| Springs per Bogie Outer / Inner / Vere per Draaistel Buite / Binne | | |
| Brake System / Remstelsel | V | |
| Brake Cylinders / Remsilinders | (V) 1 / 21 | (L) |
| Train Pipe / Treinpyp / Brake Pipe / Rempyp | (V) 50 | (L) |
| Brake Percentage Empty / Loaded / Rempersentasie Leeg / Met Vrag | (V) 59 / 45,75 | (L) |
| Drawgear Equipment / Trekwerkuitrusting | AAR M901 E | |
| Coupler / Yoke / Koppelaar / Juk | SASKOP - S / SAR SAS | |

| | |
|---|---|
| Centre of Gravity (Empty) / Swaartepunt (Leeg) | |
| | |
| | |
| | |
| Design Limit - Mass on Rail kg / Ontwerplimiet - Massa op Spoor | |
| Originally designed for / Oorspronklik ontwerp vir | |
| Converted for / Omskep vir | |

| Revision / Hersiening | | | | | | |
|---|---|---|---|---|---|---|
| Date / Datum | | | | | | |

| | |
|---|---|
| Tare (Average) kg / Tarra (Gemiddeld) | 19 000 |
| Load kg / Vrag | 5 000 |
| Load (Coal) kg / Vrag (Steenkool) | |
| Floor Area $m^2$ / Vloeroppervlakte | |
| Capacity $m^3$ / Inhoudevermoë | |
| | |
| | |

V-7

33

Drawgear Equipment - Trekwerkuitrusting

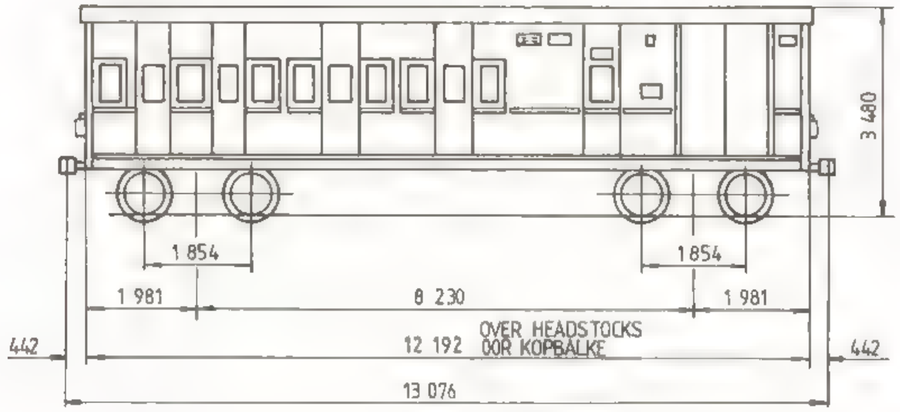
KK Coupler hydraulic cushioning device
Koppelaar hidrouliese kussinginrigting

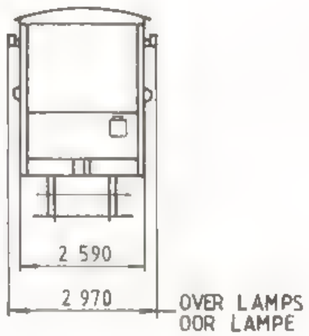
SSC Centre sill hydraulic cushioning device
Middelbalk hidrouliese kussinginrigting

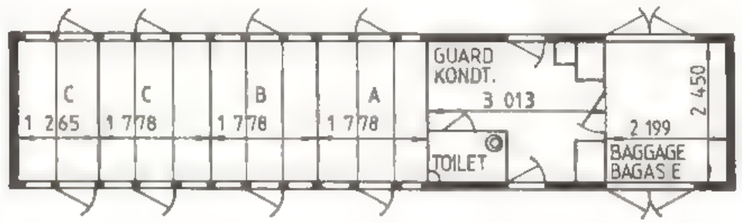
V-35

Brake System - Remstelsel

V Vacuum / Vakuum
L Air / Lug
D Dual Power - Manually operated / Tweekrag - Handbediening
A Dual Power - Automatic / Tweekrag - Outomaties
R Slack Adjuster / Remversteller




Remarks / Opmerkings :-

A WHITES / BLANKES
B AND / EN C NON WHITES / NIE BLANKES

*1 ◉ AAR M901E
□ "SPENCER MOULTON" RUBBER TYPE / TIPE

*2 ◉ SASKOP-S / SAR SAS
□ SASKOP-M / —

| Vehicle Numbers / Voertuignommers | Placed in Service / In Gebruik Geneem |
|---|---|
| 90 - 027 000 / 90 - 047 559 | 1956-66 |
| 90 - 047 567 / 90 - 047 575 | 1956-66 |

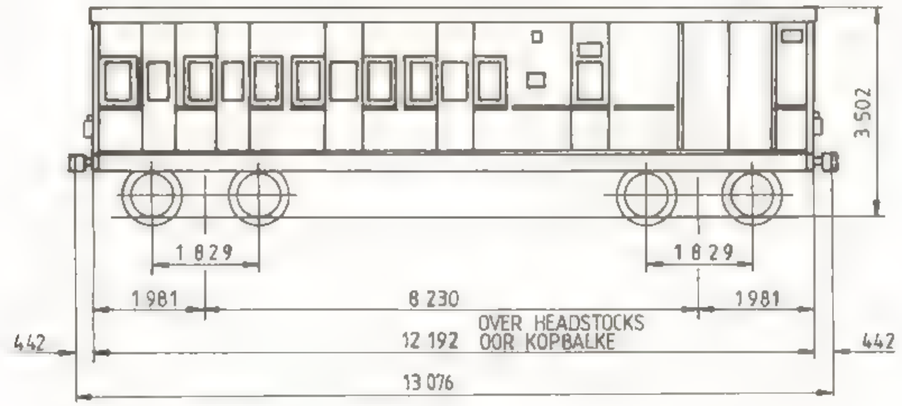
| | | | | | |
|---|---|---|---|---|---|
| Drawing Number / Tekeningnommer | CME 105 / 12 - B04 | | Centre of Gravity (Empty) / Swaartepunt (Leeg) | | Tare (Average) / Tarra (Gemiddeld) kg | 22 700 |
| Bogie Type / Draaisteltipe | 10234 | | | | Load / Vrag kg | 5 000 |
| Bearing Size / Laergrootte | 10 × 5 | | | | Load (Coal) / Vrag (Steenkool) kg | |
| Springs per Bogie Outer / Inner / Vere per Draaistel Buite / Binne | | | | | Floor Area / Vloeroppervlakte $m^2$ | |
| Brake System / Remsteelsel | V | | | | Capacity / Inhoudsvermoë $m^3$ | |
| Brake Cylinders / Remsilinders | (V) 2 / 18 | (L) | Design Limit - Mass on Rail kg / Ontwerplimiet - Massa op Spoor | | | |
| Train Pipe / Treinpyp / Brake Pipe / Rempyp | (V) 50 | (L) | Originally designed for / Oorspronklik ontwerp vir | | | |
| Brake Percentage Empty / Loaded / Rempersentasie Leeg / Met Vrag | (V) 55 / 44 | (L) | Converted for / Omskep vir | | | |
| Drawgear Equipment / Trekwerkuitrusting | *1 | | Revision / Hersiening | | | |
| Coupler / Yoke / Koppelaar / Juk | *2 | | Date / Datum | | | |

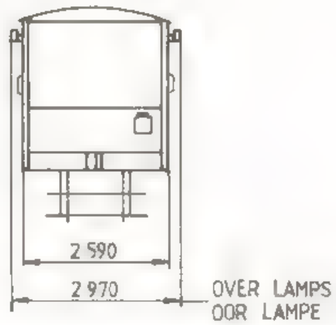
| Converted from / Omskep van | Date / Datum |
|---|---|
| | |
| | |

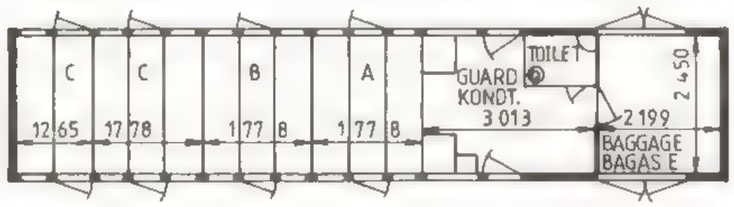
V-8

34

Drawgear Equipment - Trekwerkuitrusting
KK Coupler hydraulic cushioning device / Koppelaar hidroulies kussingrigting
SSC Centre sill hydraulic cushioning device / Middelbalk hidroulies kussingrigting




Remarks / Opmerkings :-

A WHITES / BLANKES

B AND / EN C NON WHITES / NIE BLANKES

| Vehicle Numbers / Voertuignommers | Placed in Service / In Gebruik Geneem |
|---|---|
| 90-500 008 / 90-500 652 | 1970 |

| Converted from / Omskep van | Date / Datum |
|---|---|
| | |
| | |

Brake System - Remstelsel
V Vacuum / Vakuum
L Air / Lug
D Dual Power - Manually operated / Tweekrag - Handbediening
A Dual Power - Automatic / Tweekrag - Outomaties
R Slack Adjuster / Remversteller

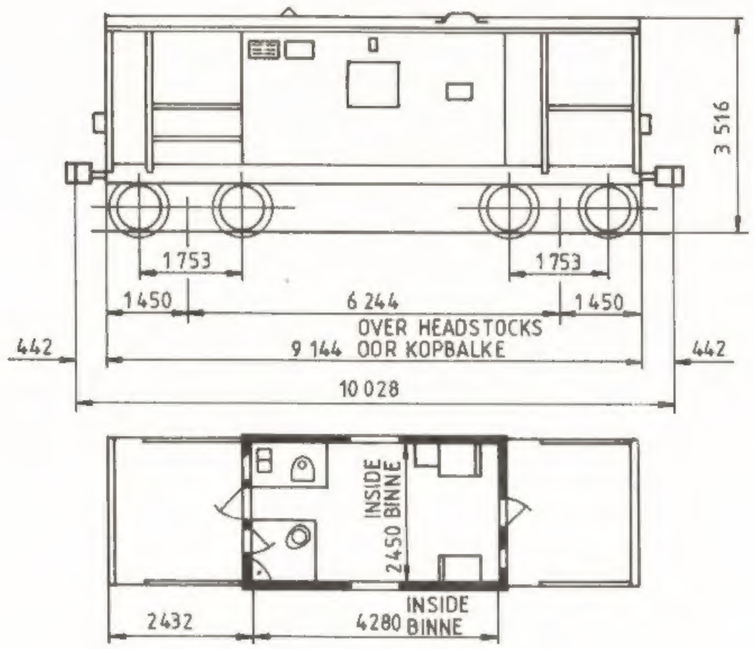
| | | |
|---|---|---|
| Drawing Number / Tekeningnommer | W-001 / D 001 | |
| Bogie Type / Draaisteltipe | BARBER BETTENDORF | |
| Bearing Size / Laergrootte | C | |
| Springs per Bogie Outer / Inner / Vere per Draaistel Buite / Binne | | |
| Brake System / Remstelsel | L / R | |
| Brake Cylinders / Remsilinders | (V) | (L) |
| Train Pipe / Treinpyp / Brake Pipe / Rempyp | (V) | (L) 32 |
| Brake Percentage Empty / Loaded / Rempersentasie Leeg / Met Vrag | (V) | (L) 49,6 / 40,2 |
| Drawgear Equipment / Trekwerkuitrusting | "SPENCER MOULTON" RUBBER TYPE / TIPE | |
| Coupler / Yoke / Koppelaar / Juk | SASKOP - S / SAR SAS | |

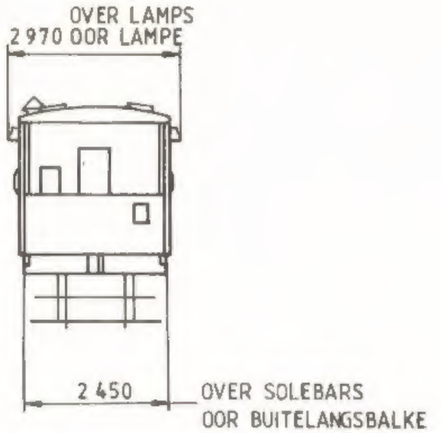
| | | | | | | | |
|---|---|---|---|---|---|---|---|
| Centre of Gravity (Empty) / Swaartepunt (Leeg) | | | | | | | |
| | | | | | | | |
| | | | | | | | |
| | | | | | | | |
| Design Limit - Mass on Rail kg / Ontwerplimiet - Massa op Spoor | | | | | | | |
| Originally designed for / Oorspronklik ontwerp vir | | | | | | | |
| Converted for / Omskep vir | | | | | | | |
| Revision / Hersiening | | | | | | | |
| Date / Datum | | | | | | | |

| | |
|---|---|
| Tare (Average) kg / Tarra (Gemiddeld) | 21 500 |
| Load kg / Vrag | 5 000 |
| Load (Coal) kg / Vrag (Steenkool) | |
| Floor Area $m^2$ / Vloeroppervlakte | |
| Capacity $m^3$ / Inhoudsvermoë | |
| | |
| | |

VL - 1

35




| Vehicle Numbers / Voertuignommers | | Placed in Service / In Gebruik Geneem |
|---|---|---|
| 90-500 660 | / 90-501 209 | 1976-'77 |
| ◒ 90-501 608 | / 90-501 802 | 1978 |
| ◪ 90-501 810 | / 90-503 899 | 1981 |

Drawgear Equipment - Trekwerkuitrusting
KK Coupler hydraulic cushioning device / Koppelaar hidrouliese kussinginrigting
SSC Centre sill hydraulic cushioning device / Middelbalk hidrouliese kussinginrigting

Brake System - Remstelsel
V Vacuum / Vakuum
L Air / Lug
D Dual Power - Manually operated / Tweekrag - Handbediening
A Dual Power - Automatic / Tweekrag - Outomaties
R Slack Adjuster / Remversteller

Remarks / Opmerkings :-

| | | | |
|---|---|---|---|
| Drawing Number / Tekeningnommer | W 001/D 041 ◒ W 001/D 047 ◪ W 001/D 066 | | |
| Bogie Type / Draaisteltipe | ALIGNED ◒ ◪ HS MK VIII | | |
| Bearing Size / Laergrootte | C ◒ ◪ D | | |
| Springs per Bogie Outer / Inner / Vere per Draaistel Buite / Binne | 4/0 ◒ ◪ 2/0 | | |
| Brake System / Remstelsel | L/R | | |
| Brake Cylinders / Remsilinders | (V) | (L) 1/10×12 | |
| Train Pipe / Treinpyp / Brake Pipe / Rempyp | (V) | (L) 32 | |
| Brake Percentage Empty / Loaded / Rempersentasie Leeg / Met Vrag | (V) | (L) 44,5/– | |
| Drawgear Equipment / Trekwerkuitrusting | "SPENCER MOULTON" RUBBER TYPE / TIPE | | |
| Coupler / Yoke / Koppelaar / Juk | SASKOP-S / SAR SAS | | |

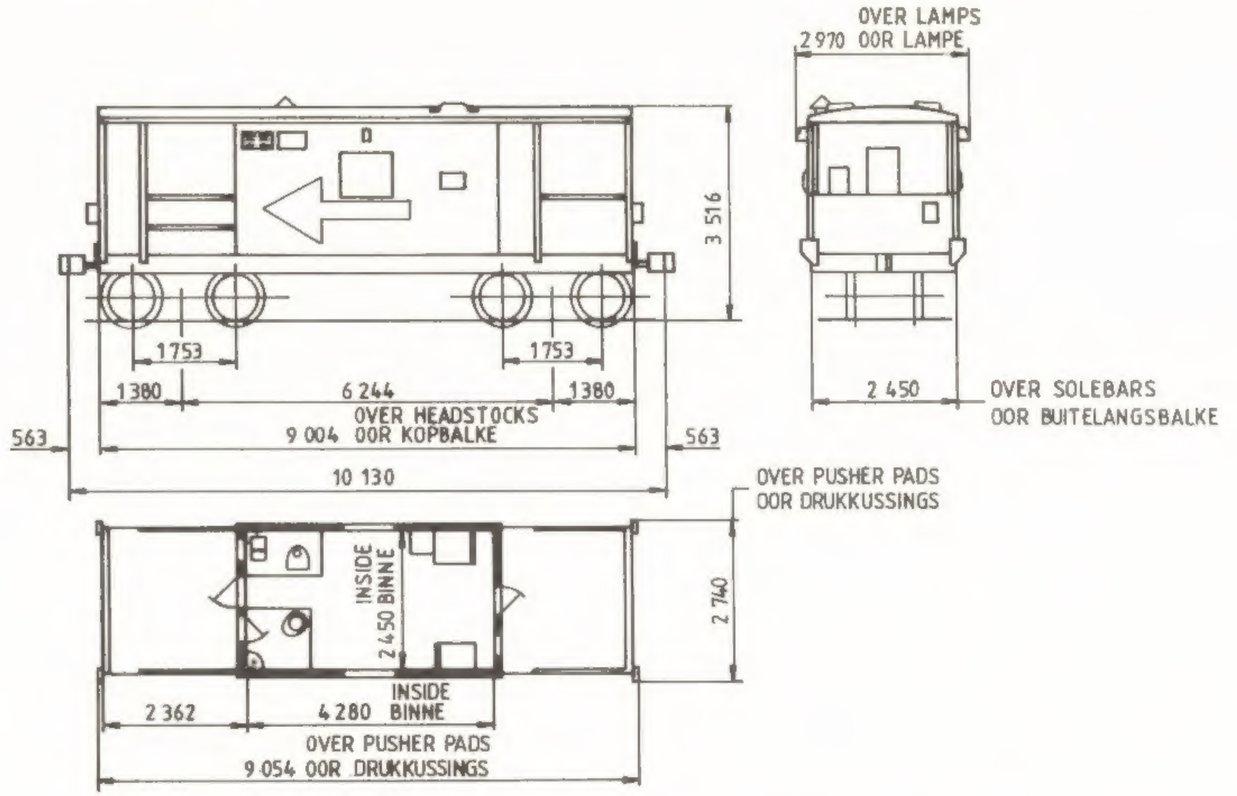
| | | | |
|---|---|---|---|
| Centre of Gravity (Empty) / Swaartepunt (Leeg) | 1056 | Tare (Average) kg / Tarra (Gemiddeld) kg | 18310 |
| | | Load kg / Vrag kg | |
| | | Load (Coal) kg / Vrag (Steenkool) kg | |
| | | Floor Area $m^2$ / Vloeroppervlakte $m^2$ | |
| | | Capacity $m^3$ / Inhoudsvermoë $m^3$ | |
| Design Limit – Mass on Rail kg / Ontwerplimiet – Massa op Spoor kg | | | |
| Originally designed for / Oorspronklik ontwerp vir | | | |
| Converted for / Omskep vir | | | |

| Converted from / Omskep van | Date / Datum |
|---|---|
| | |
| | |

| Revision / Hersiening | | | | | | |
|---|---|---|---|---|---|---|
| Date / Datum | | | | | | |

VL-9

Drawgear Equipment - Trekwerkuitrusting
KK Coupler hydraulic cushioning device / Koppelaar hidroulièse kussinginrigting
SSC Centre sill hydraulic cushioning device / Middelbalk hidroulièse kussinginrigting




Remarks / Opmerkings :-

*1 ARROW INDICATES ROTARY COUPLER END. OPPOSITE END FITTED WITH NON-ROTARY COUPLER
PYL DUI DRAAIKOPPELAAR-ENT AAN. TEENOORGESTELDE ENT GEPAS MET NIE-DRAAIENDE KOPPELAAR

*2 AAR M 901 E : NON-ROTARY COUPLER END / NIE-DRAAIENDE KOPPELAAR-ENT
"SPENCER MOULTON" RUBBER TYPE : ROTARY COUPLER END / TIPE : DRAAIKOPPELAAR-ENT

| Vehicle Numbers / Voertuignommers | Placed in Service / In Gebruik Geneem |
|---|---|
| ◒ 90-501 217 / 90-501 489 | 1976 |
| ◒ 90-501 497 / 90-501 594 | 1978 |
| ◪ 90-503 902 / 90-504003 | 1982 |

| Converted from / Omskep van | Date / Datum |
|---|---|
| | |
| | |

Brake System - Remsteelsel
A Dual Power - Automatic / Tweekrag - Outomaties
R Slack Adjuster / Remversteller
V Vacuum / Vakuum
L Air / Lug
D Dual Power - Manually operated / Tweekrag - Handbediening

| | | | |
|---|---|---|---|
| Drawing Number / Tekeningnommer | W 001/D 042 | ◒ W 001/D 048 ◪ W 001/D 067 | |
| Bogie Type / Draaisteltipe | HS MK I | ◒ HS MK VIII | |
| Bearing Size / Laergrootte | D | | |
| Springs per Bogie Outer / Inner / Vere per Draaistel Buite / Binne | 2/0 | | |
| Brake System / Remsteelsel | L/R | | |
| Brake Cylinders / Remsilinders | (V) | (L) 1/10 x 12 | |
| Train Pipe / Treinpyp Brake Pipe / Rempyp | (V) | (L) 32 | |
| Brake Percentage Empty / Loaded / Rempersentasie Leeg / Met Vrag | (V) | (L) 43,2/— | |
| Drawgear Equipment / Trekwerkuitrusting | *2 | | |
| Coupler / Yoke / Koppelaar / Juk | F / F *1 | | |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| Centre of Gravity (Empty) / Swaartepunt (Leeg) | 1036 | | | | | | |
| | | | | | | | |
| | | | | | | | |
| | | | | | | | |
| | | | | | | | |
| Design Limit – Mass on Rail kg / Ontwerplimiet – Massa op Spoor | | | | | | | |
| Originally designed for / Oorspronklik ontwerp vir | | | | | | | |
| Converted for / Omskep vir | | | | | | | |
| Revision / Hersiening | | | | | | | |
| Date / Datum | | | | | | | |

| | |
|---|---|
| Tare (Average) kg / Tarra (Gemiddeld) | 18 890 |
| Load kg / Vrag | |
| Load (Coal) kg / Vrag (Steenkool) | |
| Floor Area $m^2$ / Vloeroppervlakte | |
| Capacity $m^3$ / Inhoudsvermoë | |

VL-10

Drawgear Equipment - Trekwerkuitrusting

KK Coupler hydraulic cushioning device / Koppelaar hidrouliese kussinginrigting

SSC Centre sill hydraulic cushioning device / Middelbalk hidrouliese kussinginrigting

Brake System - Remstelsel

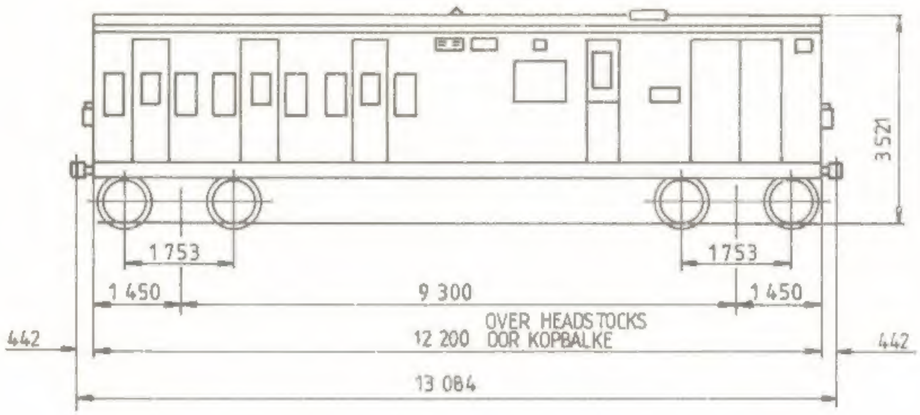
V Vacuum / Vakuum

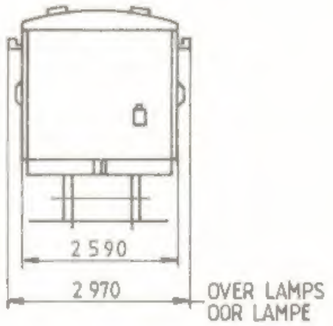
L Air / Lug

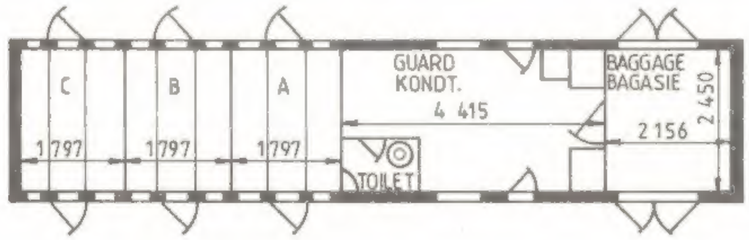
D Dual Power - Manually operated / Tweekrag - Handbediening

A Dual Power - Automatic / Tweekrag - Outomaties

R Slack Adjuster / Remversteller




Remarks
Opmerkings :-

| Vehicle Numbers / Voertuignommers | Placed in Service / In Gebruik Geneem |
|---|---|
| 90-400 003 / 90-400 372 | 1977 - 78 |

| Converted from / Omskep van | Date / Datum |
|---|---|
| V-3 | 1980 |
| | |

| | | | | | |
|---|---|---|---|---|---|
| Drawing Number / Tekeningnommer | W.001/D 046 | | Centre of Gravity (Empty) / Swaartepunt (Leeg) | 1 207 | |
| Bogie Type / Draaisteltipe | HS MK III | | | | |
| Bearing Size / Laergrootte | D | | | | |
| Springs per Bogie Outer / Inner / Vere per Draaistel Buite / Binne | 8 / 0 | | | | |
| Brake System / Remstelsel | V/R/L | | | | |
| Brake Cylinders / Remsilinders | (V) 1/21 | (L) 1 / 10×12 | Design Limit - Mass on Rail kg / Ontwerplimiet - Massa op Spoor | | |
| Train Pipe / Treinpyp / Brake Pipe / Rempyp | (V) 65 | (L) 32 | Originally designed for / Oorspronklik ontwerp vir | | |
| Brake Percentage Empty / Loaded / Rempersentasie Leeg / Met Vrag | (V) 52 / 43 | (L) 51,5 / 42,3 | Converted for / Omskep vir | | |
| Drawgear Equipment / Trekwerkuitrusting | "SPENCER MOULTON" RUBBER TYPE / TIPE | | Revision / Hersiening | | |
| Coupler / Yoke / Koppelaar / Juk | SASKOP - S / SAR SAS | | Date / Datum | | |

| | |
|---|---|
| Tare (Average) kg / Tarra (Gemiddeld) | 23 140 |
| Load kg / Vrag | 5 000 |
| Load (Coal) kg / Vrag (Steenkool) | |
| Floor Area $m^2$ / Vloeroppervlakte | |
| Capacity $m^3$ / Inhoudsvermoë | |

# VLV - 3